

MASON'S  
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# Hongkong Daily Press.

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N. LAZARUS,  
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HONG KONG, WEDNESDAY, MAY 28, 1930.

叁拜禮 日捌廿月伍年卅百九仟壹英

PRICE: \$3 PER MONTH

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after APRIL 7th, 1930, until Further Notice (all previous  
Time Tables cancelled).

#### UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon Dep.	8.35	8.00	9.34	9.05	10.00	13.10	13.18	13.33	13.50	4.30	5.40	7.35
Yau Ma Tei Dep.	8.44	8.09	9.43	9.14	10.09	13.19	13.27	13.42	14.00	4.39	5.49	7.44
Shatin Dep.	8.56	8.11	9.45	9.16	10.11	13.21	13.29	13.44	14.02	4.51	6.01	7.56
Tai Po Dep.	9.10	8.25	9.59	9.30	10.25	13.35	13.43	13.58	14.16	5.04	6.14	8.08
Market Dep.	9.15	8.30	10.04	9.35	10.30	13.40	13.48	14.03	14.21	5.09	6.19	8.13
Shing Dep.	9.25	8.40	10.14	9.45	10.40	13.50	13.58	14.13	14.31	5.19	6.29	8.23
Shun Dep.	9.30	8.45	10.19	9.50	10.45	14.00	14.08	14.23	14.41	5.24	6.34	8.28
Shun Dep.	9.40	8.55	10.29	10.00	10.55	14.10	14.18	14.33	14.51	5.34	6.44	8.38
Canton Arr.	11.58	11.58	11.58	11.58	11.58	11.58	11.58	11.58	11.58	11.58	11.58	11.58

#### DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton Dep.	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05
Shun Dep.	7.13	7.59	10.34	11.21	11.49	13.33	14.39	14.47	14.63	7.07	7.13	7.13
Shing Dep.	7.20	8.06	10.41	11.28	11.56	13.40	14.46	14.54	15.10	7.14	7.20	7.20
Shatin Dep.	7.25	8.11	10.46	11.33	12.01	13.45	14.51	15.00	15.16	7.19	7.25	7.25
Tai Po Dep.	7.31	8.17	10.52	11.39	12.07	13.51	14.57	15.06	15.22	7.24	7.30	7.30
Market Dep.	7.40	8.26	11.01	11.48	12.16	14.00	15.06	15.15	15.31	7.29	7.35	7.35
Shing Dep.	7.45	8.31	11.06	11.53	12.21	14.05	15.11	15.20	15.36	7.34	7.40	7.40
Shun Dep.	7.53	8.39	11.14	12.01	12.29	14.13	15.19	15.28	15.44	7.39	7.45	7.45
Yau Ma Tei Dep.	8.06	8.51	11.26	12.13	12.41	14.25	15.31	15.40	15.56	7.49	7.55	7.55
Kowloon Arr.	8.12	8.57	11.32	12.19	12.47	14.31	15.37	15.46	16.02	7.55	8.01	8.01

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Note.—All Steamboat Company's Steamers are fitted with Wireless.

## TRANS-ATLANTIC "SUICIDE SEASON."

### THIS YEAR'S AERIAL FLIGHTS.

#### FLYING MEN CAUSE GREAT EXPENSE TO SHIPOWNERS.

[UNITED PRESS.]

Eighteen trans-Atlantic flights are now planned during the 1930 "Suicide Season," as some shipping circles term the period which is about to open.

Since the first successful flight was made across the Atlantic, the historic hop of Sir Arthur Whitten Brown and Captain Sir John Alcock in June, 1919 from St. John's, Newfoundland, to Cheifden, Ireland, repeated attempts to span the breadth of the Atlantic have been made. Some have been well-timed, thoroughly planned and brilliantly executed. Others have been, in the opinion of many, wild, mad, almost insane efforts given as an ecstasy to adventure.

The 1930 contribution to the annals of the alleged "Suicide Season" will find an unusually large number of attempts made to cross the Atlantic. Two airship flights and sixteen airplane hops are scheduled during the good weather months of May, June, July, August, and September.

Four flights from east-to-west by airplane and two return flights by airships are announced. To date an even dozen west-to-east hops are scheduled by aviators of different nations.

Since the tyro in 1919 trans-Atlantic flights have caused great anxiety, inspired tremendous admiration, and cost huge sums of money.

#### Cost to Shipping.

It is on the latter point that shipping companies might say a great deal, but refrain, as many officials stated to the United Press, because the thrill of air triumphs and sea chivalry which exists, despite the "big-money" age, would cause unfavourable comment were shipping companies to complain of the cost suffered resulting from numerous aviators trying to write their names across the adventure trails of the air.

In face of financial burdens, and although the approaching season is labelled "Suicide," a spirit of noble obligation is expected to be shown again by shipping firms as it has been in the past. One British shipping figure of note told the United Press that he believes trans-Atlantic flights have cost British shipping interests in the past five years close on \$500,000, while it is difficult to estimate the cost to the British Admiralty—although the cost must be tremendous.

When questioned on this matter the British Admiralty replied that considerable amounts have been spent in attempting to pick up successful pilots off rolling swells of the Atlantic. The amounts spent in this special rescue work are taken from miscellaneous fund, and no definite figures as to the actual money spent on each searching party is compiled for publication.

When a trans-Atlantic flight is announced all ships cruising in an area over which the hopeful pilot expects to fly are notified by wireless by the British Admiralty. Ships are requested to keep sharp lookouts, file radio messages received pertaining to the flight, and go to the assistance of a flyer if he radios, telephones, or is reported missing in a certain area within a reasonable distance.

#### Rescue Work at Sea.

The finding of the Spanish airman, Major Ramon Franco, Commander Eduardo Gonzales Gallarza, and Captain J. Ruiz de Alda and Sergeant Pedro Mardariaga, by the British aircraft carrier Eagle 100 miles south-east of Santa Maria Island, of the Azores, after the intrepid aviators had been adrift for seven days, is an example of the work done by the British Admiralty which operates similarly in matters of rescue work to other government naval groups of the world.

In case a plane is reported to have been last sighted near a port where British naval ships are stationed, a number of ships may be sent out to scout an area for a reasonable length of time.

Generally hope is not abandoned until it is believed the aviator has died of thirst or hunger, or ocean and climatic conditions are such that life is impossible.

The British Ministry of Air prohibits trans-Atlantic flights by men in the service since officials feel the planes used would be those purchased by tax-payers, money, and no special benefit would be derived by such flights even if successful.

Ships playing their courtesies from the United States or Canada to Great Britain and the Continent have gone off their route to look for reported missing aviators. Ocean transport firms state such action is entirely a matter for the captain to decide. In case a boat does leave her course to pick up a pilot, or search for one that is reported down, no financial reward accrues to the owners of the ship.

Even if a plane is worth bringing aboard no salvage money, under law, is paid over to the shipping company.

Ships that hunt for aviators, or even discover them do so to maintain the international courtesy of the high seas.

#### Expensive Deviation.

Turning giant ocean liners of their course is a costly process. It is estimated that the Leviathan costs her owners \$1,500 an hour to cruise in mid-ocean. This amount would not include, however, the total cost resulting from attempted rescue work, since getting up steam, wear on machinery overworked to maintain schedules, and the loss to business-men who travel by fast steamers to save time cannot easily be estimated.

One well-known shipping owner said the only remuneration received by shipowners was publicity if a ship picked up a pilot or fares paid by pilots and transportation charges made on planes, since no pilot to date has attempted to cross both ways by air.

Last year, when the Swiss airman Oscar Kaelser and Kurt Luescher were last seen over the Azores to disappear shortly from sight, and when Urban F. Diteman, the Billings, flying cowboy who had visions of piloting his Golden Hind from Grace Harbour, Newfoundland, to England, was reported to be on his way, practically every ship plying courses announced by the aviators as their probable route maintained alert lookouts. Some captains ordered extra gunmen to stand watches in the hope of sighting the missing aviator.

#### This Year's Plans.

In May Captain Dieudonne Coste and his air companion, Maurice Bellone, are scheduled to hop off from Paris or Le Bourget for New York in an effort to be the first aviators to fly from east to west as far as New York. In addition, the French ace are hopeful of being the second pair to span the Atlantic in the opposite direction of the course followed by America's Lone Eagle, Colonel Charles Lindbergh. If they are successful they will probably be the first fliers across in 1930.

When Coste and his colleague land they plan on passing their plane over to Codos, a Frenchman who intends flying from New York to Constantinople.

(Continued on Page 3.)

## THE HONGKONG

PENINSULA HOTEL;  
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Where to have Tiffin

To-day?

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Sauce and Vegetables...95 cts.

To-day's Tiffin—\$1.35.

- 1.—Italian Soup
- 2.—Cold Pickled Fish
- 3.—Scrambled Egg and Asparagus on Toast
- 4.—Grilled Dairy Farm Sausage and Mashed Potatoes
- 5.—Roast Leg of Veal and Ham
- 6.—Curried Lobster
- 7.—Roast Potatoes
- 8.—Boiled Potatoes
- 9.—Fried Egg-plant
- 10.—Mixed Fruit Jelly
- 11.—Fruit 12.—Tea 13.—Coffee

## Diary of Coming Events.

### To-day.

(May 28.)

Queen's Theatre: "Married in Hollywood."

World Theatre: "The Actress" and "The Great Success" (Chinese Film at 2.30 p.m. and 7.15 p.m.).

Star Theatre: "Little French Girl."

Majestic Theatre: "The Patriot."

Tennis:—"B" Division: European Y.M.C.A. v. M.B.K. S.C.A.A. v. R.C.C. v. H.K.C.C. v. U.S.R.C. v. Nippon Club, C.C.C. v. R.E.S.C. "C" Division: Nippon Club v. German Tennis Club, K.C.C. v. Filipino Club, C.R.C. v. S.C.A.A. v. R.C.C. v. U.S.R.C. v. T.C. v. C.S.C.C. v. K.I.T.C. v. H.K.C.C.

Tea Dance: H.K. Hotel, 5 p.m.

Dinner Dance: H.K. Hotel, 8 p.m.

European Mails:—Inward: Europe via Siberia (Yenyo Maru). Tides: High, 3.45 a.m. and 10.30 p.m.; Low, 2.35 a.m. and 4.05 p.m.

Matheson's Board Room, 5.15 p.m.

### Thursday.

(May 29.)

Mohammedan New Year Day.

Queen's Theatre: "The Idle Rich."

World Theatre: "Tide of Empire" and "The Great Success" (Chinese Film at 2.30 p.m. and 7.15 p.m.).

Star Theatre: "The Girl on the Barge."

Majestic Theatre: "The Patriot."

8th Annual Meeting of The British Legion, Messrs. Jardine Matheson's Board Room.

European Mails:—Outward: Europe via Siberia (Chichibu Maru), 5.30 a.m.

### Friday.

(May 30.)

Queen's Theatre: "The Idle Rich."

World Theatre: "Tide of Empire" and "The Great Success" (Chinese Film at 2.30 p.m. and 7.15 p.m.).

Star Theatre: "The Girl on the Barge."

Presentation to Mr. E. Ralphs by St. John Ambulance Brigade, H.K. Hotel Roof Garden, 5.15 p.m.

Ordinary Yearly Meetings of:—Union Insurance Society of Canton, Ltd., The China Fire Insurance Co., Ltd., and British Traders Insurance Co., Ltd.

H.K.V.D.C.'s Dinner at Headquarters, 8 p.m.

Extraordinary general meeting of H.K. Development Fund.

Savings Society, Ltd. (In Liq.).

Tea Dance: Peninsula Hotel, 5 p.m.

Dinner Dance: Peninsula Hotel, 8 p.m.

European Mails:—Outward: Europe via Marseilles (Suzo Maru), superscribed correspondence only.

### Saturday.

(May 31.)

Queen's Theatre: "The Idle Rich."

World Theatre: "Tide of Empire" and "The Great Success" (Chinese film at 2.30 p.m. and 7.15 p.m.).

Star Theatre: "The Girl on the Barge."

Formal Opening of Clubhouse of the Hong Kong Flying Club, 4 p.m.

Concert by "Kai Tack Follies" at Kowloon Cricket Club.

Tennis:—"A" Div.: K.C.C. v. H.K.C.C. v. I.R.C. v. C.R.C. v. M.B.K. v. S.C.A.A. "B" Div.: R.C.C. v. Y.M.C.A. v. U.S.R.C. v. Nippon Club v. H.K.C.C. v. R.E.S.C. v. I.R.C. v. K.C.C. v. C.S.C.C. v. S.C.A.A. v. C.C.C. v. "C" Div.: Filipino Club v. R.C.R.C. v. University T.C. v. C.S.C.C. v. H.K.C.C. v. G.T.C.

Lawn Bowls:—Div. I: Kowloon Dock R.C. v. Civil Service C.C. v. C.C.C. v. R.C.C. v. Police R.C. v. Kowloon C.C. v. Tai Koo R.C. v. Kowloon B.C.C. Div. II: R.C.C. v. Craigengower C.C. v. C.S.C.C. v. H.K. Electric R.C. v. K.C.C. v. R.C.C. v. Kowloon C.C. v. Tai Koo R.C.

Tea Dance: Peninsula Hotel, 5 p.m.

Dinner Dance: Peninsula Hotel, 8 p.m.

European Mails:—Inward: Europe via Marseilles (Jeyport) letters and papers only; Outward: Europe via Marseilles (Khyber).

## Bigger & Better Than Ever

## CHRONICLE and DIRECTORY for 1930

PRICE: TWELVE DOLLARS.

"Hong Kong Daily Press" Office.



## Sir William Morris and the I.A.E.

Among the automobile engineers recently elected to membership of the Institute of Automobile Engineers is Sir William Morris, Bart. "Army" of Mechanics.

The Research Department of the American Automobile Association states that 300,000 car mechanics are now employed in service establishments and repair shops throughout the United States.

## American Merger.

It is stated that two of the largest manufacturers of automobile parts in the United States, the Wilcox Corporation and the Eaton Axle and Spring Co., are to amalgamate. The combined assets of the two companies are said to exceed \$3,800,000.

## Facilitating Distribution.

As a result of increasing demand, 100 special trucks are to be built at the Swindon works of the Great Western Railway for the conveyance of new cars from manufacturers' works at Birmingham and Oxford to all parts of the country, and to the docks for export.

## All-British Material.

The Minister of Transport has sent a letter to local authorities stating that a condition attaching to grants from the Road Fund towards the costs of work for the relief of unemployment is that materials shall, so far as practicable, be of United Kingdom or Empire origin.

## British Tractors for Italy.

One hundred motor tractors, made at Walthamstow, have been sent to Italy, and orders for 800 more have been received by Agricultural and General Engineers, Ltd., Aldwych House, a central organisation representing more than a dozen British firms. These orders have been obtained, it is stated, in the face of world competition.

## National Parks.

The A.A. is supporting the National Park Committee and suggests that a survey should be made with a view to discovering suitable areas in Wales, Scotland, the Lake District and on the Devon Moors. The memorandum which the Association has sent to the Committee makes several suggestions for the accommodation of visitors and submits that huts, permanent camps, sites for individual campers and car parks are a necessity.

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MODERN MOTOR SERVICE

## MOTOR NOTES.

## The First Car.

The first car to be used on the island of St. Helena, following the removal of the ban which prohibited the use of motor vehicles on the island, was an Austin Seven taken out there by a resident at the end of last year. The Government are carrying out a thorough overhaul of the main roads, and the Austin Motor Co., Ltd., have already received several orders for Austin Sevens from the islanders.

## Radio and the Automobile.

At a convention of the Federation of Radio Associations (U.S.A.) held at Cleveland recently, the president, Mr. Michael Ert, said that, within the near future, radio equipment will be as much a standard fitment on cars as head lights are now. He asserted that the motor industry gave radio manufacturers a new field as yet untouched and that already there were five radio manufacturers making sets specially designed for use with cars.

## Detroit's "Speed-Highway."

A motorist proceeding along Woodford Avenue, leading from Detroit to Pontiac, Michigan, 20 miles distant, is liable to be fined, it is reported, if he travels at a speed under 35 m.p.h. On this road there are four "lanes" for fast motor traffic which must travel at 35 m.p.h., there being two such "lanes" in each direction. There are also four "lanes" for slower-moving traffic. Normally, there is a constant stream of "fast" traffic moving at about 60 m.p.h.

## Aeroplane Services.

Members and associate-members of the R.A.C. owning aeroplanes are now able to avail themselves of a considerable number of the benefits offered by the club, which are usually associated with cars and motor cycles. In the case of a forced landing the "Get-you-Home" service is available, the road guides being at the disposal of any airman requiring assistance. The R.A.C., while it has no special aviation department, is prepared to assist in any way possible any of its members who may require the services of the club while "in the air" instead of "on the road."

## Sir William Morris on South Africa.

Sir William Morris said recently, in South Africa, that the reason why British motor car manufacturers did not manufacture cars suitable for Dominion markets was that it was only recently that they had caught up with home demands. There are at present ten American cars on the streets of Johannesburg to every British car; the reason for this is the suitable British cars are not available, nor do the British cars compare favourably in price with their American competitors. Sir William prophesied, however, that within a few years British manufacturers would be in a more favourable position to compete with their American rivals.

## Cairo to Cape Town in a Combination.

An intrepid motorcyclist, Mr. H. Prestor Gill, is now making an attempt to traverse the whole length of the vast continent of Africa, from Cairo to the Cape, with a motor-cycle and sidecar. The journey started on March 21, and the route chosen lies through the Sudan, Kenya, Uganda and Tanganyika; once Egypt is left behind, therefore, the whole route will be in British territory. According to *Motor Cycling*, in which journal a description of the attempt is given, everything used on the journey is British, even to the biscuits that form the staple article of food. Gill's sole companion is his dog Petro.

## England Biggest Buyer of American Motor Boats.

Figures recently issued reveal the interesting fact that England is America's best customer for motor boats. According to *The Motor Boat*, she took 145 complete craft valued at \$75,847 dollars in 1929 against 57 in 1928, whereas Canada took 121 in 1929 against 108 in 1928. The remarkable fact is noted that the shipment of complete motor boats to the United Kingdom increased in 1929 by 134 per cent. Great Britain took second place to Canada in the number of outboard marine engines imported from America with a total of 1,451 in 1929, and 1,549 in 1928. She imported 134 inboard marine engines in 1929 and 235 against Canada's 1,254 in 1929. In 1929 the British Empire took 65 per cent of the complete craft specially allocated, 51 per cent of the outboard engines and 56 per cent of the inboard engines. Here, obviously, British manufacturers should concentrate their activities.

## Car Thieves, Beware!

"Focus" in *The Light Car* and *Cyclecar* calls attention to the thief-proof device described by a reader of that journal. "A tip which made a particular appeal to me," he writes, "appeared a week or two ago, when one of our ingenious readers explained how he had so wired up his ignition switch that when he left the car unattended the only effect of turning the switch was to make the electric horn sound loudly and continuously!"

## Overcoming Traffic Blocks.

The London Traffic Advisory Committee has been considering a suggestion for prohibiting the unloading of goods on one side of certain roads, except on prescribed days of the week. It is thought that the adoption of this scheme will prevent the formation of "bottle necks" in important thoroughfares as the result of vans drawing up on both sides of the roadway while unloading. At present it is not intended to put the suggestion to a practical test.

## Motorists are Not Always Responsible.

The R.A.C. has issued a protest regarding the injustice done to motorists by loosely worded official returns of street accidents. One such return was headed "Summary of fatalities caused by vehicles during the fourth quarter of 1929." The impression obviously conveyed was that mechanical vehicles were responsible for practically all the fatal accidents recorded. Actually, 22 of the 40 fatalities recorded, 238 were due to the carelessness of pedestrians and 53 concerned cyclists. Of the total of 407 fatal accidents, it will be seen that the responsibility for 258 did not rest with motorists.

## A.A. "Ex-Members" Fined.

Not much sympathy need be wasted on the defendants in the Westminster County Court, who were summoned for failing to return their A.A. badges when they ceased to be members of the Association. According to the A.A.'s solicitor, numerous letters asking that the badges be sent back had been written without avail, and some of the defendants had been in default since 1927. The judge, Sir Alfred Tobin, by granting injunctions against the retention of the badges and costs to the A.A., amounting to between 25 and 27 in each case, must have caused the delinquents to reflect that their failure to "play the game" had not been so financially profitable, after all!

## Prof. Low on a Motoring Danger.

"It seems a great pity," writes Professor A. M. Low in *The Motor*, "that the small red and green coloured lights at the back of side-lamps have become unfashionable, for cars can come out of side turnings and remain virtually invisible until their tail-lamp swings into view. This seems to be a potential source of considerable danger, having the further disadvantage that the eye cannot catch the sidelamp in a bright street in order to make certain that the filament is undamaged through vibration when cold. The red and green is apparently an atavistic memory of the port and starboard lights, being nothing to do with the coloured variations adopted for central standards for the benefit of those who are insensitive to certain wavelengths. I expect you know the story of the new yacht hand, who having announced the presence of another vessel, was asked: 'Can you make her out?' He replied: 'Dunno, sir, looks like a chemist's shop!'"

## Legal Defence.

It is sometimes suggested that the free legal defence offered by the R.A.C. to members who may have been summoned by the police for motoring offences consists merely of an instruction to a solicitor to appear on the defendant's behalf, and no serious defence is put up, and no special efforts are made to obtain an acquittal. It is true that when a motorist is charged with certain technical offences it is usually impossible to offer any defence. For instance, in the case of a driver exceeding the speed limit, where the police have timed the car over a measured distance, and there is no evidence which will throw doubt upon the timing, it is a waste of time to attempt any defence, and the R.A.C. confines itself to preventing, as far as possible, the imposition of a penalty disproportionate to the offence. But in every case where it is possible to put forward a defence the R.A.C. does so. Of four hundred and sixty summonses defended by the club during the first two months of this year, excluding summonses for exceeding the speed limit, seventy-three were dismissed, in every case the driver concerned was defended by an R.A.C. solicitor.

## RACES IN AMERICA.

## THIS WEEK'S CONTEST.

## INTERNATIONAL EVENT AT INDIANAPOLIS.

The pick of the world's pilots and racing cars will line up on May 30 for the start of the annual five hundred mile international sweepstakes auto race at the Indianapolis Motor Speedway here.

Forty trim, low-slung racing machines painted in various brilliant colours with big box car numbers on the sides will be wheeled into place before the judges' stand by veteran drivers eager for the getaway in the morning.

Promptly at ten o'clock the starting bomb will be exploded, and the eighteenth running of one of the most dangerous races of the season will be inaugurated.

Seven more cars are entered this year than previously. Rules of the American Automobile Association permit a car for each 350 feet of track, but because of the size of the Indianapolis Speedway and the introduction of two-man cars with larger piston displacement it was decided to allow 40 machines in tomorrow's Memorial Day derby.

One of the foremost South American automobile racers, Jean Gaudino of Argentina, will drive a Chrysler in the contest. Two Italians will form a team of drivers for a 16-cylinder Maserati car brought over from Italy.

Louis Meyer, winner in 1928, will be on hand with a new 16-cylinder speedster and hopes to guide it across the finish line for his second sweepstakes victory.

Ray Keech, last year's winner, is listed among the missing, having been killed in June 1929 while competing at Altoona, Pennsylvania. The Speedway has one of the most difficult courses on which to drive in the country. Built of brick, it has been the scene of numerous accidents in past years.

In 1929 William Spence, a youthful Californian, was killed and several others injured when he swerved off the track and crashed into the guard-rail.

## 200 Laps.

A lap is two and one-half miles long, there being two hundred laps to the race. The average time to run the five hundred mile course is about five and three-quarter hours.

With the use of two-man cars for the first time this year, it is expected that Pete De Paolo's record of 101.13 miles an hour established in 1925 will be broken.

The race is worth about \$40,000 to the winner. Last year Keech won \$20,000 as first prize and an additional \$20,000 from manufacturers and sportsmen which was offered for various performances on the track and by the winner.

The official purse of \$100,000 is divided among the victors. A crowd of about 150,000 is expected.

## ROUND THE WORLD BY CAR.

## YOUNG BRITONS OUT TO MAKE A RECORD.

Two Cambridge graduates, Mr. C. Ernest Shippam, of Chichester, and Mr. John Dixon, of Stokesley, recently set out on one of the most remarkable motoring adventures yet undertaken.

They will challenge the records of many other adventures who have preceded them in motoring achievements through foreign lands and uncivilised parts where motor-cars are as rare as a drink of water from the tap.

A Union Jack on the door panels will herald their nationality and the make of their 9 h.p. motor-car in which they hope to tour the world.

The motor-car, though provided in duplicate with practically every vital necessity, is a standard model, except for its big wheels, designed for ground clearance, and correspondingly higher gear ratios.

## Across the Desert.

Quebec, where they land, will see them on their first serious overland journey. They will then make for Toronto, and afterwards cross the United States from Buffalo.

The next stage of the journey will be Chicago, Kansas City, Los Angeles, San Francisco, and thence, by ship, to Honolulu and New Zealand.

They will cross to Sydney and drive to Melbourne and Port Augusta, whence they will tackle one of the most difficult sections of the journey—2,000 miles across the desert to Calcutta and onwards to Perth. Then they will go by ship to the East Indies and tour Ceylon, landing in India at Madras.

driving to Calcutta, Delhi, and Feshawar before taking ship again for Basra.

The remainder of the journey will be one of the most arduous of the tour—from Bagdad to Teheran and back across the desert to Europe and Cambridge.

(Continued at foot of next column).

## SHAH'S NEW CAR.

## COSTLIEST CAR IN THE WORLD.

A young man in a blue uniform, with a revolver strapped to his thigh, stood guard last month over the Shah of Persia's new automobile, on display in a Broadway show window, to prevent anybody from stealing one of the hubcaps.

One glance at the car, a snow-white Pierce-Arrow, is sufficient to convince one that the Shah, when he wants an automobile, goes in for classy jobs. What with all the gold and diamonds, the Shah's new car is the costliest ever built.

Officials of the Pierce-Arrow Company refuse to say just how much it set the Shah back, but it seems probable that a person could take the diamonds off of it and buy a dozen or so Ford's.

The car was built at Buffalo and will be shipped under guard to Persia.

The Shah's elegant horseless carriage is of the limousine type. The coachwork, which is spotlessly white, is richly relieved by strippings of gold, latches, the door door-latches, and radiator, the windshield frame and the bumpers are gold. Each hubcap looks like a \$5,000 gold piece.

Emblazoned on each of the doors is a golden bas-relief replica of the Shah's crown, mounted with a green jewel.

The interior is upholstered in a light champagne-coloured silk, embroidered with wreaths. It is piped with white leather and edged with gold. The wood is inlaid satinwood and the silk window curtains are finished in a figured design.

On the floor is a rug of Russian wolfhound fur, imported especially for the car. A cigarette-case and lighter of solid gold encrusted with diamonds, is mounted so the Shah can reach it without getting a crick in his back.

There are diamonds stuck about here and there in great profusion.

Nobody but the Shah himself will ride in the new car. The car attracted great crowds to the show window where it was on display. The enclosure in which it stood was roped off and nobody—not even such highly privileged persons as reporters—was allowed to get within 15 feet of it.

## HOW MUCH A CAR COSTS PER POUND.

## NO DEARER THAN BEEF AND CHEAPER THAN RAYON.

If the man who buys a low-priced automobile of this year's make compares his expenditures with other things he buys, he will find, according to the *Wall Street Journal*, "that the price of his car per pound would buy, at current wholesale prices, one pound of beef or pork, one and one-third pound of cotton, one and one-quarter pound of crude rubber, and three pounds of coffee." On the other hand, we are told, "one pound of the rayon used in his wife's dresses is almost six times the price of his automobile per pound, and one pound of raw silk at a wholesale price is more than twenty times the price of his car per pound."

This is a new way of looking at the cost of automobiles, emphasizing the oft-asserted statement that nowadays one gets more for his money in a motor-car than in almost any other article.

And in the five years since 1925 the prices of automobiles have gone down with the prices of other commodities, continues the *Wall Street Journal*.

The price per pound of the lowest-priced automobile has receded 30 per cent, from the 1925 level of 29.4 cents, and, similarly, the average price per pound of eight leading lines selling under \$1,000 is now 27.1 cents, against 34.4 cents in 1925, a reduction of 22 per cent.

"Average" per pound price of leading models selling between \$1,000 and \$2,000 is currently 37.3 cents, compared with 48.5 cents in 1925, a decline of 10 per cent. Leading cars priced between \$2,000 and \$5,000 have an average price per pound of 67.1 cents, compared with 80.3 cents in 1925, a reduction of 17 per cent.

The *Wall Street Journal* presents this table, showing automobile and commodity prices in 1930 and 1925:

	1930.	1925.
Coffee	0.677	0.293
Cotton	0.150	0.220
Rubber	0.103	0.720
Pork	0.905	0.993
Cars under \$1,000	0.271	0.344
Cars, \$1,000-\$2,000	0.278	0.465
Cars, \$2,001-\$5,000	0.671	0.803
Rayon	1.150	1.896
Silk	4.530	6.676

The tour is expected to occupy a year.

## SEQUEL TO FATAL MOTOR SMASH.

## CLAIM FOR T.L.S. 20,000 IN SHANGHAI COURT.

A fatal accident in Bubbling Well Road when a motor-car, collided with a motor-cycle driven by G. A. Griffiths and caused his death, had a sequel in the District Court in Shanghai last week, says the *N.Y.C. Daily News*, when the deceased's widow brought an action for T.L.S. 20,000 against the Lung Lung Garage, the owners of the motor-car, and Tan Ah-moon, the driver.

The accident occurred on August 3, near the Ascot Apartments, and that Mr. Griffiths, who was thrown from his motor-cycle to the pavement, died instantly. The driver of the motor-car was brought before the Provisional Court and sentenced to 18 months' imprisonment, which sentence was reduced to 14 months' imprisonment by the Appeal Court.

Mr. H. D. Rodger, for Mrs. Griffiths, said that he had written a letter to the Lung Lung Garage, situated in Nantao, in which he asked the proprietor to pay compensation to the deceased's widow, but on receiving the letter the proprietor closed the garage. Counsel said that he was informed that the proprietor was now working for the Nantao Customs and was receiving \$100 a month.

## Wrong Side of the Road.

Mr. Rodger stated that deceased's death was caused solely by the carelessness or negligence of the chauffeur when he drove the car on the wrong side of the road and at an excessive speed. This had been proved in court by two German witnesses who were driving a car which Tan Ah-moon attempted to overtake. Counsel said that these witnesses could be later called if necessary as they were not at present in Shanghai.

Plaintiff's counsel remarked that according to insurance statistics based on 100,000 lives, the deceased, who was 31 years old had a life expectancy of more than 30 years, and as his salary in the Telephone Co. was T.L.S. 285 per month, he would have earned in that period T.L.S. 3,420 a year at his present salary, not counting any allowances or increases.

The deceased was the sole support of his wife and a five-year-old son, and as a result of the negligence of the second defendant, they were deprived of his maintenance, companionship, love and affection.

Judge Ying said that a summons had been issued to the first defendant, but as he did not appear in Court he would order another summons to be issued. Tan Ah-moon who was brought into Court under police escort was questioned by the Judge regarding the first defendant's connection with the Lung Lung Garage, and said that he was the proprietor. The case was adjourned to June 2 when another summons will be issued and the two German witnesses will be called.

## BRITISH MOTORS.

LAST YEAR'S PRODUCTION MORE THAN £250,000.

EXPORT INCREASE AND IMPORT DECREASE.

In spite of the decrease of just over a thousand in the number of new motor vehicles registered during last December, as revealed in the Ministry of Transport's latest returns, the production of British cars and commercial vehicles has increased to well over a quarter of a million, according to the 1929 estimates of the Society of Motor Manufacturers and Traders.

One reason for this is the big advance in British motor exports, for during 1929 Britain's exports went up by more than £1,100,000, while imports decreased by £395,423. Although there was a slightly smaller number of new registrations at the end of the year therefore, the decrease represents a falling-off in the sales of foreign cars, and there has actually been an increase in British car sales.

Another reason for the fewer number of cars bought in December is that the severity of last winter caused many prospective motor owners, anticipating similar conditions this year, to postpone buying their car until the spring.

The total number of motor vehicles in the country is about a million-and-a-half compared with 1,307,000 in 1928, so that while there may be fluctuations in the increase from time to time the numbers are steadily growing.

It is estimated that the motor industry employs directly about 270,000 people. The export trade is improving steadily the figures for 1929 showing an increase of 30 per cent. over those for 1928.

## B. S. A. WIN SIX CUPS in a month

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B.S.A. won

Wm. Box Trophy  
Gloucestershire  
Cup

TEAM PRIZE  
5 Gold Medals

Victory Cup Trial  
B.S.A. won

3 CUPS  
2 Gold Medals

Colmore Cup Trial  
B.S.A. won

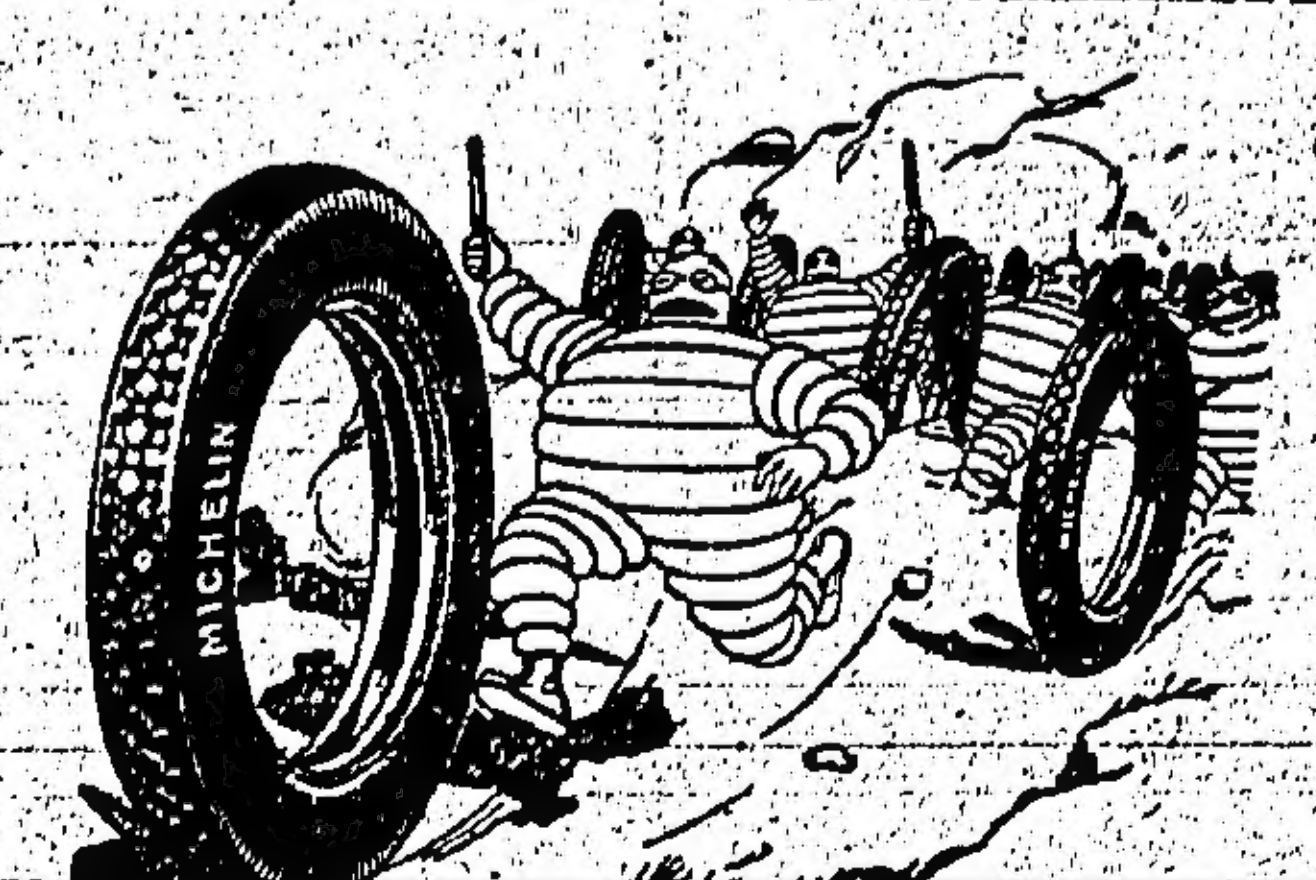
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## MOTOR NOTES.

## A 'FLUID FLYWHEEL'.

## SIMPLER AND SAFER DRIVING.

The Daimler Company asked the *Times* to inspect, test, and report upon a special form of power transmission for motor-vehicles which is now to be placed on the market, and is known as the "Fluid Flywheel." The invention is ingenious in its simplicity, and, while undoubtedly adding to the safety of driving, provides a motorist with a new sensation and fascination.

With the Fluid Flywheel it is possible to start the car from rest and to drive on the level, with or without traffic checks, also against ordinary loads, without using the clutch pedal or the gear lever, and to bring the car to rest with the engine still running. It is impossible to stall or stop the engine, however severe the load. A car fitted with this device can be driven in the same way as one without it. Both hands are free in traffic for the steering wheel, the horn, and signalling, while two pedals only need be worked, and normal practice with the right foot is followed. The saving in fatigue is not having to use the left foot or the clutch pedal is pleasant. The long familiar cry of "five miles an hour on top speed" is not only true in this case, but is far surpassed, since the car can be kept moving absolutely evenly and sweetly at any speed, even one mile an hour, down to the zero mark.

## Construction.

The flywheel consists of two main parts made of aluminium, one of which forms the driving member and the other the driven member. Both are cup-like in section and are divided into a large number of cells by radial webs. A small gap separates the driven member from the driving member so that the latter may freely rotate. The driving member is cylindrical, so that the driven member is enclosed within it and the whole compartment is filled with oil. In passing the power from the engine to the transmission the oil starts on a circulatory motion between the cups of the driving and driven members. In passing from the driven members the oil is retarded in velocity and, therefore, releases kinetic energy which sets the driven member in motion. At ordinary speeds the oil needs but little retardation to develop the required driving torque, hence the lag or slip between the driving and driven members is of little account. On

the other hand, the slip can become complete at full torque and enable the engine to develop full power in gear without the car moving. From this flywheel casing a short shaft connects with an ordinary small inverted faced cone clutch just in front of the gear-box. This clutch is only used for gear changing. The advantages are, in my opinion, that no complication is introduced, no wear takes place, and, therefore, no adjustment is necessary and no additional weight is involved; only a little extra space is required and then only for the small friction clutch, and so smooth is the drive that there should be less wear throughout.

## Tests.

My first test was with a two-ton Double-Six "30" Daimler saloon fitted with the Fluid Flywheel. I drove it before examining any parts of the device, seeing any drawings, in fact, without knowing anything about the invention; this was because I was asked to get an entirely fresh impression as a driver. I started the car from rest, with the top gear and the clutch pedal engaged by merely releasing the brake and pressing the accelerator pedal. This I did a number of times during the trial, including on up-gradients, and with the car running backwards. The top gear was, I understand, 4.57 to 1. There was no snatch or fierceness, even with the throttle immediately opened and held open. The drive was taken up smoothly, with reasonable acceleration, and without undue slip or noise of engine racing. I placed one of the front wheels, almost at right angles, against a high and steep kerb, with the top gear and clutch pedal engaged and the car stationary. I then opened the throttle fully. The engine ran up to about 600 r.p.m. and remained at that, the car not moving. I tried the saloon at 60 or so on top, and nearly 50 on third, and the behaviour was quite normal, as was also early gear changing. I also held the car stationary with the hand brake, with the top gear and clutch pedal engaged, and opened the throttle fully. Directly the brake was released the engine raced, but the car started smoothly.

Afterwards I inspected drawings and the parts, took the car out again in the traffic in Coventry, and looked under the floorboards. As I wished to verify some further points, a 25 h.p. 8-cylinder Daimler enclosed drive limousine was sent up to London a day or two later for a second test. This had a back axle ratio of 5.14 to 1. I particularly wanted to observe the acceleration powers of a 6-cylinder car in London traffic, especially from rest after halts, and the question of heat in the engine

## SUBURBAN HEIGHTS—MAN AND THE MOTH

By GLUYAS WILLIAMS



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and flywheel casing. I drove for an hour without touching clutch pedal or gear lever, with top engaged and with only two voluntary halts. The engine was never stopped, except by mistake for a few seconds after a traffic halt, when the hand-throttle setting was too far back. The acceleration and crawling powers of the limousine well satisfied me. There was no sign of steaming of the cooling water—and the day was warm—while the test provided the maximum amount of engine slip likely to be met with in the ordinary way.

I took out a Double-Six "30" saloon with a 5 to 1 top gear for three-quarters of an hour and without the engine being stopped or the speed lever or clutch pedal being touched, except for one reverse. Eventually I drove using the gears both up and down as with an ordinary car, and the action was perfectly normal with a delightful change speed. In all three trials the engine kept perfect, cool, as did also the friction clutch. The Fluid Flywheel casing naturally gets hot, but so long as there is good scuttle ventilation this should be of little account.

The Daimler Company are now prepared to fit the device for £30 extra to the Double-Six "30" model. It is to be hoped that they will develop its application to the 6-cylinder models, and those of the smaller horse powers. I should like to see it applied to commercial vehicles as well as to cars.

## TRANS-ATLANTIC "SUICIDE SEASON."

(Continued from Page 1.)

Paul Montgomery, an Englishman, proposes flying the Atlantic from west to east, and Captain Charles E. Kingsford-Smith, the Australian of Southern Cross fame, has not announced which direction he will fly.

Captain Adrenberg, a Swedish airman, Lieutenant Hays and Commandant G. Morano, and the Danish military pilot, Kaad von Clausen, are others who have announced trans-Atlantic flight attempts.

Three Hungarians, Eugene Canary, George Enders, and Steven Drosschmidt, will take off from Detroit on an air venture which they hope takes them back to Budapest.

Captain L. Carrotier is one of the lone airmen who plans a solo flight from east to west.

## And Airships.

Britain's second largest airship, R100, will make a return trip from the mother country to Canada and the German Graf Zeppelin will glide from Seville to Genoa, Brazil with stops at Lakehurst. Both ships are considered certain to make successful round-trips.

It is understood that the huge German plane, Dornier Do-X, will carry fifty passengers to New York by way of the Azores.

Colonel Gustave Leon of the Mexican Army, Herbert Fahy a test pilot, Clifford McMillan, a commercial pilot, Captain Lewis A. Yancey and John Henry Mears, the theatrical producer who once held the round-the-world record for time, are others announcing flights from North America to the European Continent, or perhaps Ireland or England.

It is understood that Martin Jensen who finished second in the Hawaii air race a few years ago contemplates a flight from Paris to New York. At the present time two French companies are building long-range planes of the Dornier Do-X size, and it is expected that when they are finished and tested they will be sent across the Atlantic which serves as the cradle of the deep for airmen as well as seamen.

## ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 18 every Tuesday by "Kufan." Let

office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

## THE SILVER SCREEN

## EMIL JANNINGS IN A BIG ROLE.

C. Paul I. of Russia, who reigned during the latter part of the 18th century, gained international fame by being murdered! This fact was brought to light with the presentation in Berlin of Alfred Neumann's play, "The Patriot." It was written around the last few days of the Emperor's life, and in doing so Neumann presented to the world the interesting incidents that led up to the assassination of "crazy" Paul.

## Jannings Impersonates Paul I.

"The Patriot" was purchased for the screen by Paramount not only for its interesting possibilities, but principally because the leading character offered Emil Jannings, the greatest dramatic actor on the screen to-day, an opportunity to reach the peak of his dramatic ability. Jannings has made Paul I. real and almost terrible, so realistically does he interpret the rôle of a madman.

For Paul the First was mad; there is little doubt of that. Historic facts recently revealed present him as having the heart of a child and a brain of a tiger. His actions and orders or "edicts," prove that statement beyond a shadow of a doubt.

Paul I. was a great man for show. He delighted in fire and colour, and also prided himself on his ability to be the perfect drill sergeant. He would drill his men until they dropped from exhaustion, and then to show his peculiar twist of mind would order the exhausted ones to be slain or banished to Siberia. He once ordered a regiment to march and then forgot to halt them! They were in such a state of fear of him that they marched into Siberia, where one by one they dropped. Paul, on being informed of this, laughed heartily.

## Fears His Subjects.

But his subjects' fear of him was no greater than his fear of his subjects. He constantly dreaded being murdered. He built what he thought to be a murder-proof castle at St. Petersburg to hide in. His greatest fear was at night to be alone. He could not escape himself.

Paul had good reason to fear for his life—he knew it. His most trusted friend and adviser was the leading light in his downfall. That man was Count Pahlen, Minister of War. He pitied the Tsar, yet pitied his countrymen greater, and resolved to put the Tsar off the throne and set Crown Prince Alexander up in his father's place. How he accomplished this, and the many interesting incidents leading up to the climax, serves to make "The Patriot" the outstanding picture and story of the year. It has been called the "wonder picture" and rightly so.

This filmed version of Russian history was directed by Ernst Lubitsch for Paramount. He assembled a remarkable cast around the great Jannings. It includes

Frederic Vidor as Countess von Pahlen, Lewis Stone as the Count Pahlen, and Neil Hamilton as Crown Prince Alexander. Two other well-known character artists are Vera Vornona and Harry Cording. The picture opens to-day at the Majestic Theatre, Kowloon, for an extended run.

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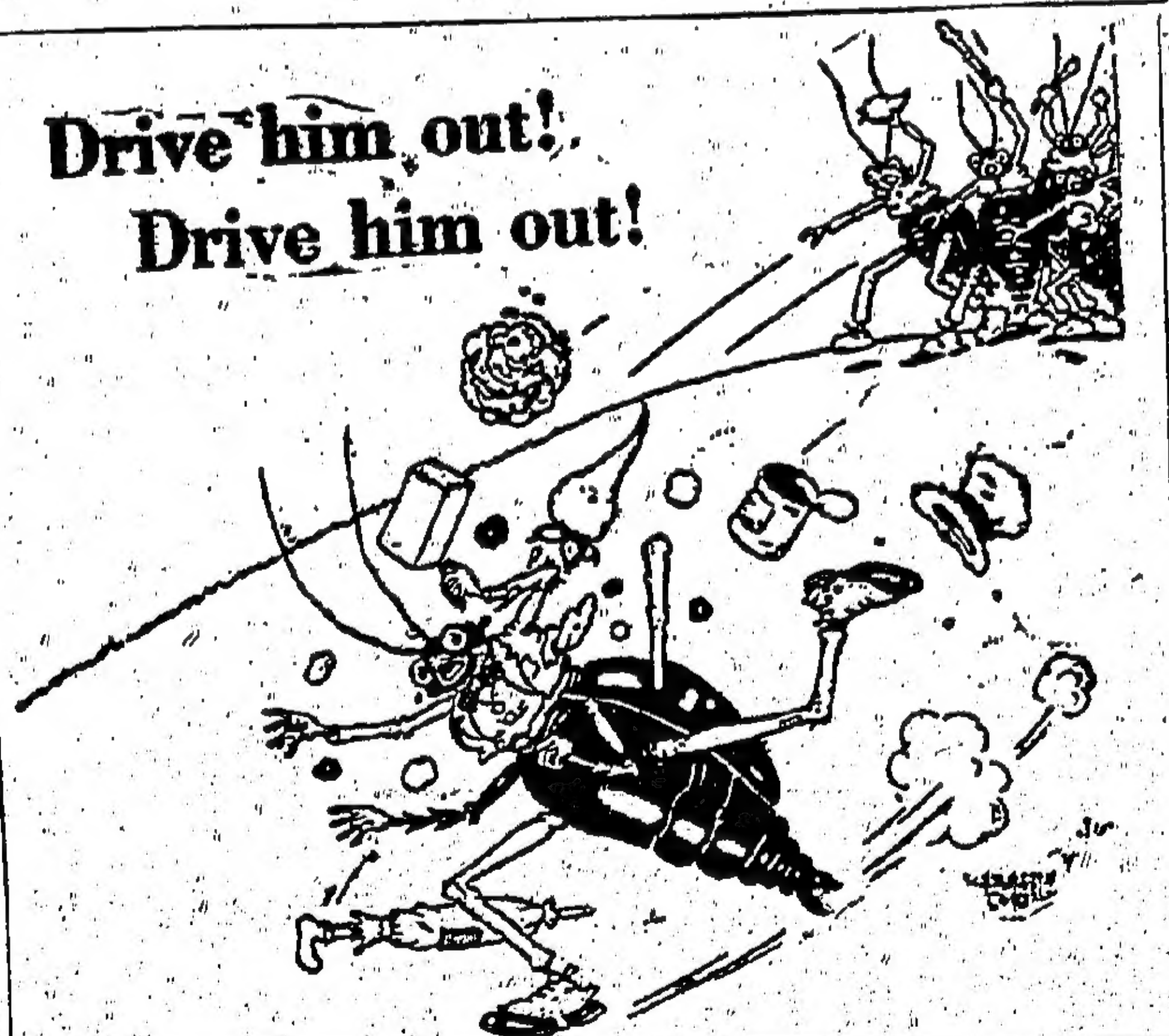
**THE PATRIOT**

## HE HAD NO FRIEND.

A nation prostrate at his feet. Yet this mad Czar had not one person he could call "FRIEND." Courtiers curried his favour. Peasants trembled at his name. This Czar who made his palace a mad house. This Czar whom Jannings, with his great power for portrayal has brought to life again upon the screen.

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## ALLEGED FRAUD ON RACE CLUB.

### STORY OF RUSSIAN'S CHEQUE.

Described as a Russian tradesman, V. G. Konovloff, was brought up at the District Court, Shanghai, last week and charged on two counts of fraud.

The accused, it was alleged, had cashed a cheque for \$200 on the Hong Kong & Shanghai Bank, in the 'members' bank of the Shanghai Race Club on March 29, which, on presentation, was dishonoured, and was also concerned in defrauding a haberdashery store, at No. 158 Szechuen Road, when a cheque for \$68.50 on the same bank had been given to the shop for goods supplied.

Mr. Kum, prosecuted and M. P. Fremet, appeared for the accused. The N.C. Daily News, says the case for the prosecution was that Konovloff had an account at the Hong Kong & Shanghai Bank with \$5.71 to his credit. Knowing that he had a small balance prisoner approached Mr. E. G. Tait, who was in charge of the members' bank, and asked him for \$200. Mr. Tait seeing that he wore a member's badge gave him the money and took a cheque from him which was subsequently returned to the Race Club, marked "refer to drawer."

The police were informed of the incident when it was discovered that Konovloff was not a member of the club. Det-Sub- Insp. White made inquiries and learned that accused had signed several other cheques on the bank which were dishonoured. The bank had warned the accused of cheques continuously being dishonoured, and asked him to withdraw his balance. In the second case, the police alleged that prisoner's friend had purchased \$68.50 worth of goods from No. 158 Szechuen Road, and his companion had signed a cheque which was taken from his cheque book, with a fictitious name.

Konovloff admitted both charges, but denied that he had gained entrance to the members' stand by being in possession of a member's badge. Prisoner said the only reason why Mr. Tait had cashed his cheque was because he was wearing a new suit and looked respectable.

Mr. Tait on being questioned by the Judge was emphatic in that the accused had a member's badge, otherwise, he would have not cashed the cheque. Mr. Tait, with the Court's permission, asked the accused how he could have gained entrance to the members' stand if he had not been wearing a badge, and prisoner replied that he was well dressed on that occasion and passed as a member.

Judge Hyni, who was sitting with Procurator Chau, said he would adjourn the case and allow the accused \$1,000 bail if he could furnish that sum.

## THE NAVAL PACT.

### HOPES OF APPROVAL BY THE SENATE.

### FURTHER ANGLO-AMERICAN NOTES.

[UNITED PRESS.]

Washington, May 29.—Administration leaders to-day expressed the hope that the Senate Foreign Relations Committee would submit a favourable report on the London Naval Limitation Treaty next Monday and that the Senate as a whole would be able to consider the pact before the adjournment.

Despite the opposition of the General Board, the adoption of the treaty is believed to be virtually certain, although a continuance of consideration from the regular session to the "short session" opening December is considered a possibility.

Rear-Admiral Joel R. P. Pringle said to the Senate Foreign Relations Committee to-day:—

"I am unable to subscribe to the alteration of the relative American and Japanese naval strength because the 5-5-3 ratio gave America a chance, while the new treaty lessens its chances of successful operation."

Admiral Pringle said that the United States needed 15 six-inch-gun cruisers, and that the remainder of its additions should be eight bigger cruisers. These were needed, he declared, because the British and Japanese fleets had seven battle cruisers.

Rear-Admiral Jebu V. Chase insisted that the treaty would create "a misfit American Navy without parity," and he also said that the Washington Treaty's prohibition of the development of naval bases on the Pacific made the defence of United States' Pacific interests difficult. Admiral Chase voiced objection to the "escalator clause" because he felt that it was bound to react unfavourably upon America.

Article 19 of the Treaty, he said, permitted Great Britain to make unlimited substitution of eight-inch guns for six-inch. He declared that the permitted modernization of American ships would not make them the equals of the British ships Rodney and Nelson.

Considerations of national defence, he asserted, required the limitation of Japan to 60 per cent. of the forces permitted the United States.

### Rear-Admiral Pringle's Admission.

Washington, May 21.—Because some Senators interpret Article 19 of the London Naval Limitation Treaty as permitting Great Britain, during the life of the treaty, to scrap six-inch and begin building eight-inch cruisers providing they are not used until the treaty expires, it is understood that Col. Henry L. Stimson, head of the American delegation to the conference, has tentatively agreed to an exchange of clarifying Notes with Great Britain and Japan.

Senator William E. Borah, chairman of the Senate Foreign Affairs Committee, declared to-day that his committee is proceeding on the understanding that the treaty is to be disposed of at the present session of Congress.

## THE ABOLITION OF LIKIN.

### CONFERENCE TO BE HELD NEXT MONTH.

A conference is to be convened in Shanghai next month by Mr. T. V. Soong, Minister of Finance, to discuss questions relating to the abolition of *likin*, and Mr. Li Hung Chi has arrived in Shanghai for the purpose of making the necessary arrangements.

The Chinese Press (quoted by the N.C. Daily News) mentioned that Mr. Li had ordered the financial authorities of the different provinces to send their *likin* collection officials to Shanghai before the end of this month so that the conference may be held early in June. Mr. Lo, who is chairman of the Commission for the Abolition of *likin*, says that the National Government has given an undertaking to abolish *likin* before October-10, 1930, and, as this date is fast approaching, measures must be discussed immediately.

The main obstacle to be overcome by China after the abolition of *likin*, says the Chinese Press, will be that of meeting the deficiency in China's revenues caused by the abolition of this tax, because the Ministry of Finance has no information at present as to the amount of *likin* collected in the different provinces.

Mr. Li, in his instructions to the financial authorities, says that detailed reports of present financial conditions of the various provinces must be sent to him at once to enable him to ascertain the amount of *likin* collected so that steps may be taken to meet the deficit caused by the abolition of the tax.

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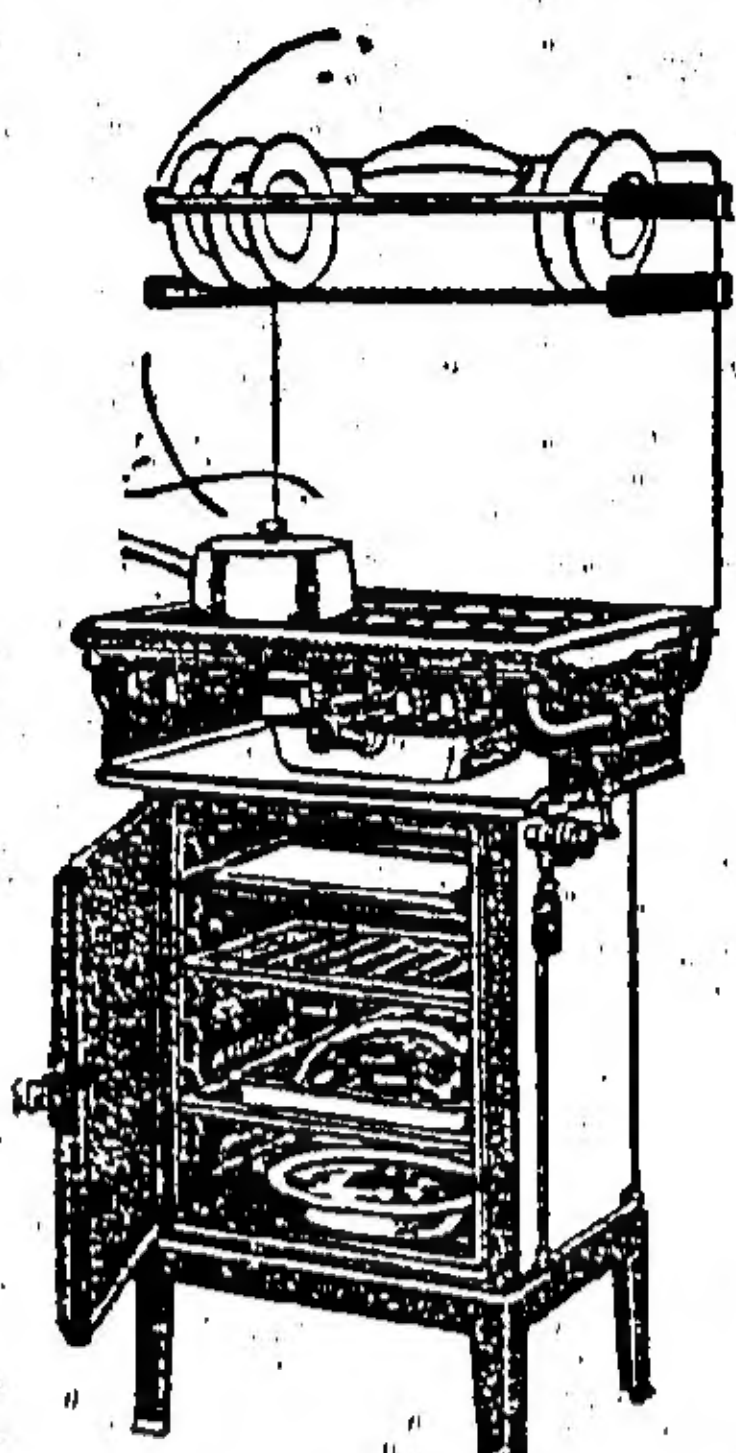
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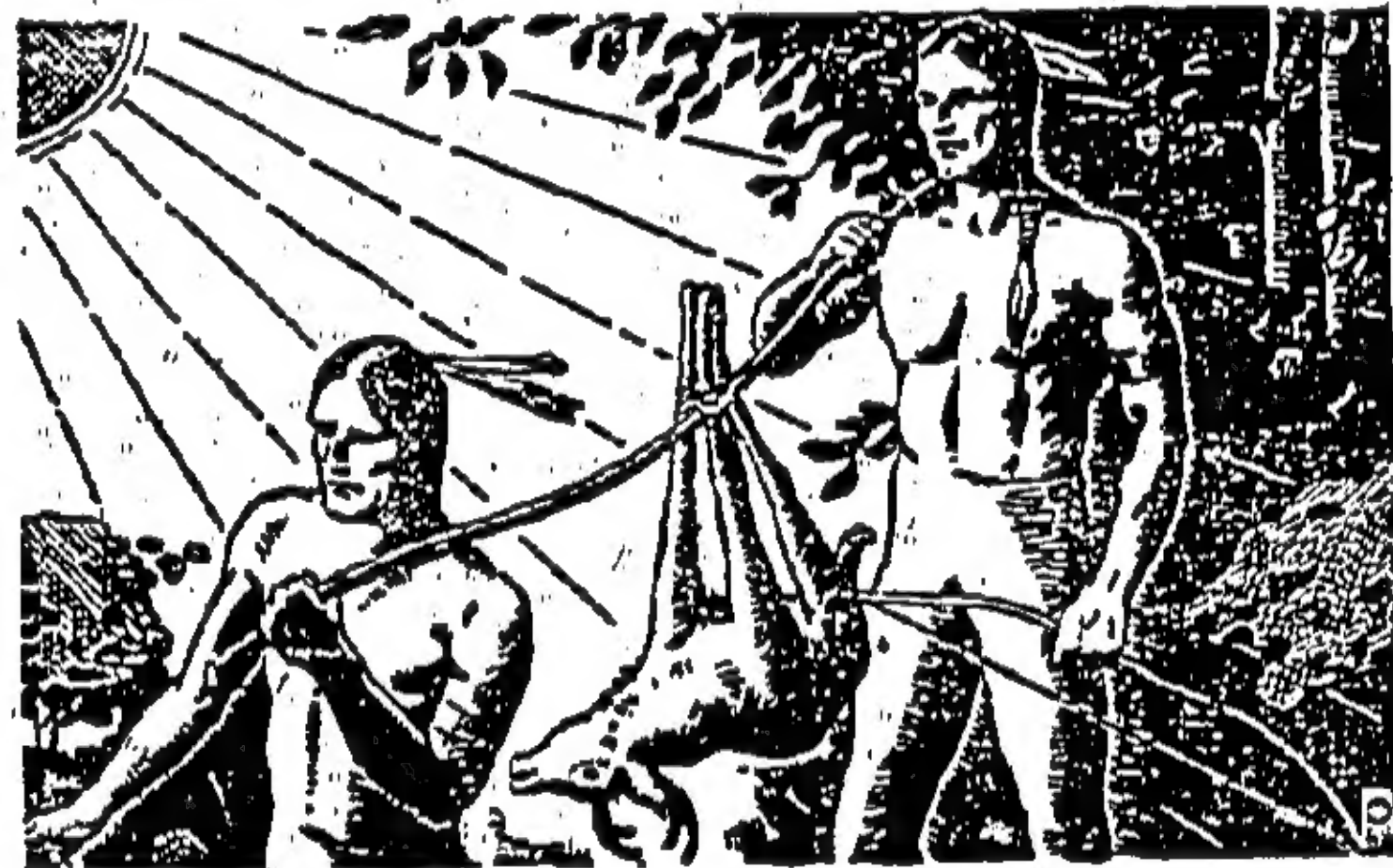
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## A NEW UNION CHURCH FOR KOWLOON.

FOUNDATION STONE LAID YESTERDAY  
BY HON. MR. SOUTHERN.

A PERPETUAL INSPIRATION FOR HAPPINESS  
AND WEAL OF MAINLAND.

The cherished hope of many Kowloon residents was fulfilled yesterday afternoon when the foundation stone of the new Church Building and Manse of the Union Church, Jordan Road, Kowloon, was laid by the Hon. Mr. W. T. Southern, C.M.G., Colonial Secretary.

The service of laying the foundation stone was held in a matchless over the spot where the stone was laid. Quite a large gathering of members of the Union Church congregation assembled to take part in the ceremony. Among those present were Rev. J. Horace Johnston, Rev. Frank Short, Rev. W. W. Rogers, Rev. J. C. Knight Ansley, and members of the Church Committee. Representatives from the Union Church, Hong Kong, in the persons of Messrs. C. C. Hickling, H. Lamb, A. T. Hamilton, J. L. McPherson, were also present, also a large number of ladies, including Mrs. Harvey, Mrs. Nelson, Mrs. Forsyth and Mrs. Short.

#### The Ceremony.

The Rev. W. W. Rogers led the ceremony with a prayer of invocation, followed by an address given by the Rev. J. Horace Johnston, who said:—We have the joy to-day of seeing our hopes taking shape. This evening's ceremony marks a definite stage in the progressive realisation of our purpose. Our aim is to establish in this part of the Colony a centre of Christian life and influence—to build up a Church where Christian folk, of whatever nation or denomination, may find a spiritual home and unite in the service of God and man—to found, in fact, a Union Church, that shall be worthy of the name.

This aim has been cherished ever since Kowloon began to attract British residents in any considerable number. As far back as 1902, services were held in Kowloon British School by the Rev. C. H. Hickling, then Minister of Union Church, Hong Kong, but they were soon discontinued owing to the difficulty of finding a suitable hour. In 1905, the Church of England was enabled, through the generosity of the late Sir Paul Chater, C.M.G., LL.D., to obtain a splendid site and erect a Church in Kowloon. The services were simple and evangelical and members of all denominations were made welcome. Thus the need for a second Union Church on this side of the harbour did not become acute until about 20 years after Mr. Hickling's early experiment. Then the Rev. J. Kirk Macdonald, his successor, initiated a fresh effort, and Sir Paul Chater came forward again with an offer to defray the cost of a Church, if the Government would provide a site. A petition, signed by 200 Kowloon residents, was presented to the Government in 1922, appealing for the grant of a site for a Church similar in principles to the Union Church in Hong Kong. The Government, unfortunately, had little choice of site to offer, and negotiations were protracted.

#### Minister Gets "Call."

In the meantime inquiries were made at home in England for a suitable minister, and the present speaker, an ordained minister of the Presbyterian Church of England, accepted the task of building up a congregation in Kowloon and was welcomed to the Colony on November 23, 1923. Services were begun in the Central British School (by kind permission of Government) on the first Sunday in January, 1924. Not long afterwards, a provisional agreement was reached with the Government. On the one hand, permission was given for the erection of our present place of worship, as a temporary structure, and it was opened on September 19, 1924, by Lady Severn, accompanied by Sir Claud Severn, who was Colonial Secretary at that time. On the other hand, reservation was made of a large site beyond the Kowloon Hospital in Ma Tau Wei, for a permanent Church.

When the period for the reservation expired, it was unanimously agreed that the site in Ma Tau Wei was too remote from the present congregation to justify the erection of a Church there. Accordingly that spacious site was surrendered in exchange for a strip of land in Jordan Road, which will just suffice for the buildings we require. The Hon. Sir Paul Chater died on May 27, 1929 (four years ago to-day) and yet he reposed such confidence in Mr. Macdonald and the success of the issue, that he passed over the princely gift of \$100,000, while the negotiations were still at an early stage, and the prospect of his seeing the completed work was already growing dim.

#### An Endowment Fund.

The cost of our present little Kirk was met out of the interest on the capital sum. And there has further accrued, during the past six years, a considerable amount from the same source. This has encouraged the congregation to make an effort to save part of the capital as an endowment fund. So, in June last, when the building scheme, it was resolved at the same time to open a Church and Manse Building and furnishing fund, whereby it is hoped to raise \$10,000 within two years. This, when added to the accumulated interest, will enable us to place on this site a group of buildings approximating \$100,000

in value and still retain \$40,000 or more, as a very necessary endowment fund. Our numbers are small, but our people are large-hearted and, already, \$4,500 have been received towards this year's \$5,000 mark. (Let me take this opportunity to announce an addition to the above figure. Yesterday, I received a donation of \$150 from the Hon. Mr. Southern. We tender him our most grateful thanks for this further mark of his goodwill. It is an encouragement which is greatly appreciated.)

In these days of religious unsettlement, when habits of Sunday observance and Church attendance have been thrown carelessly aside, the task of building up a Church is one which makes a big demand on the faith and courage of our little flock. But our work is well founded and we know that small beginnings may lead to noble results. Such is our thought this afternoon as we proceed to the laying of the foundation stone of our Church edifice. And we are proud to have associated with us in this act one whom we have learned to respect very highly, both as a man and as an Officer of Government. We welcome very sincerely the assistance to-day of the Hon. Mr. W. T. Southern, C. M. G., because we believe that he is in sympathy with our aims, partly on account of his own connection with a non-conformist Church, and partly on account of his connection with the Government of the Colony, for within these walls now rising, men will be taught in the name of Christ those exalted ideals of life and sound principles of conduct which conduce to worthiest citizenship.

#### Mr. Southern's Reply.

Mr. Southern, in reply, said:—Mr. Johnston, ladies and gentlemen,—It is a great pleasure and a great honour to me to be invited to lay the foundation stone of the new Union Church in Kowloon. I have, as you know, a great faith in the future of Kowloon, and though I do not expect it to outstrip Victoria from its place as the business centre of the Colony, I do expect it far to outstrip the Island of Hong Kong in the number of its inhabitants. It is, therefore, fitting that the Union Church should prepare itself for the future by building a habitation worthy of its high purpose, and I am glad to be thus associated in your work.

I congratulate you on the care with which you have husbanded your financial resources. Thanks to the generosity of that large-hearted man, Sir Paul Chater, whose liberality knew no bounds of race or creed, and to the wise caution of those who have managed your affairs, you have every prospect of opening your new church not only free from debt but with a substantial endowment to assist in its support. I wish you every success in the raising of those additional funds to which Mr. Johnston has referred.

I thank you, Mr. Johnston, for your kindly reference to myself. It does give me special pleasure to assist in the erection of a Union Church. I am a firm believer in Unity and have always felt that the disunion of the Christian Churches is one of the greatest stumbling blocks to the universal acceptance of the basic principles of the Christian Faith. I, therefore, pay high tribute to those who, sinking those minor differences of outward form, were inspired to raise in this Colony undenominational churches dedicated to the teaching in their simplest forms of what you have so well expressed as "those exalted ideals of life and sound principles of conduct which conduce to worthiest citizenship."

To such work this new Union Church is dedicated and I take this opportunity of expressing the universal regret that you should have been deprived, by the lamented death of the Rev. F. C. Young, of the assistance of one who would have been a tower of strength to your work. Providence, in the prime of life, Mr. Young, in his short career in this Colony, had already won for himself a high place in the esteem of the people and had given promise not only of preserving, but of raising still higher the beneficent influence of the Union Churches.

To you, Mr. Johnston, who now see the abundant fruition of your six and a half years of devoted service, and to your colleagues, I offer my best wishes for the successful completion of the new church and my earnest hope that it may be a perpetual inspiration for the happiness and well-being of the people of Kowloon.

#### "To the Glory of God."

The Hon. Mr. Southern was then presented with a silver trowel, a gift from Messrs. Leigh & Ormange (architects of the Church Building) with which Mr. Southern assisted in the stone-laying.

Having carefully adjusted the stone on its foundation, Mr. Southern pronounced the work complete and said: "To the glory of God and in His Service, I do declare this stone well and truly laid."

The Rev. Frank Short then gave a prayer of dedication, followed by a hymn. "This stone to Thee in faith we lay," by the congregation. The service closed with the Benediction by the Rev. J. C. Knight Ansley.

#### The New Church.

The new Church Building, which is expected to be completed by about the end of the year, stands on an extension of the present site of the Union Church in Jordan Road, Kowloon. When completed, it will accommodate over 300 persons, and in addition a Church Manse is being built. The whole work is being done by Messrs. Sang Lee, contractors, and Messrs. Leigh & Ormange are the architects. The new Church and Manse are being built at a cost of \$80,000. The present small Church will be used as a Church Hall and Sunday School.

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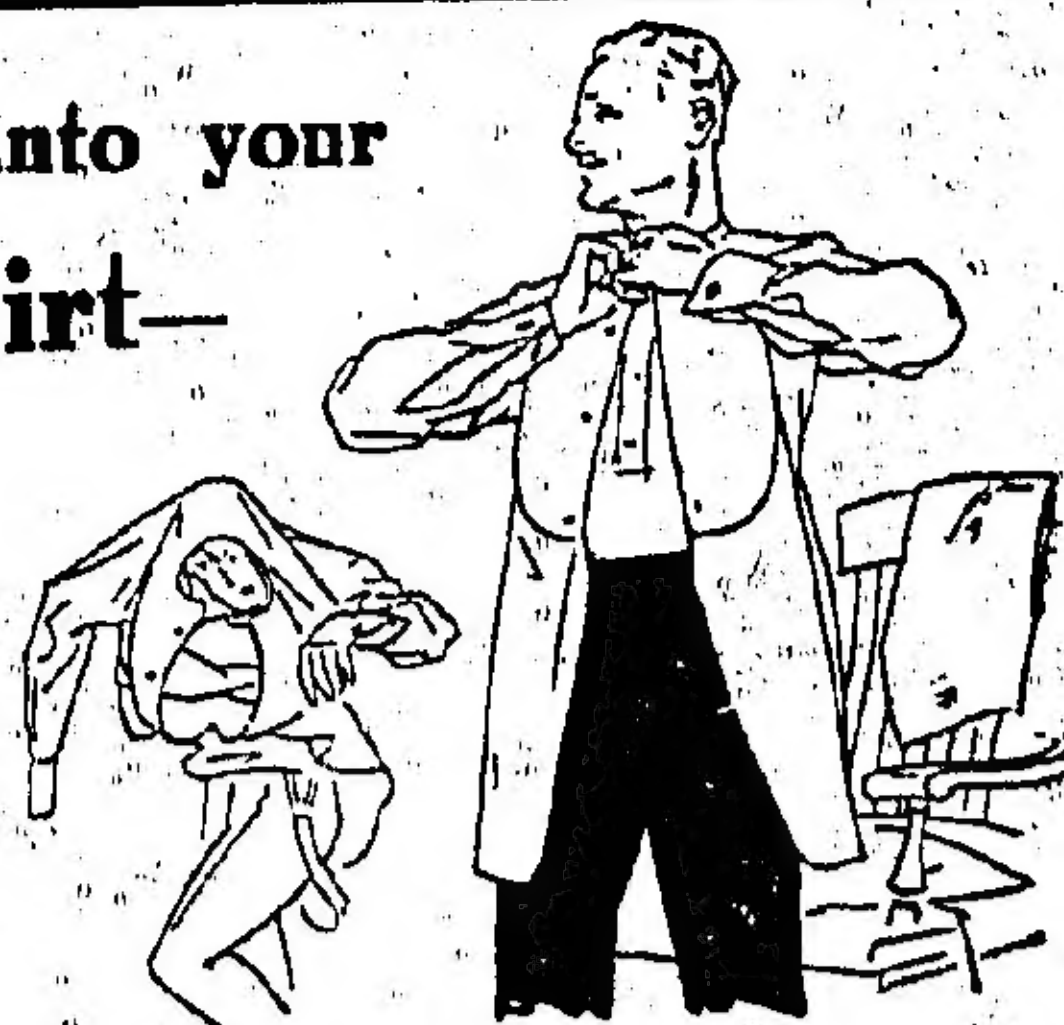
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These four Seasons revolve  
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## HULUTAO HARBOUR.

FINE SEAMANSHIP IN LONG  
TOW.

The Shanghai Tug & Lighter Co., Limited, has recently completed an ocean tow of some magnitude. As is generally known, the Chinese Government awarded the contract for the construction of a break-water and harbour at Hulutao some months ago to the well-known contractors, the Netherlands Harbour Works Co., which only recently completed the new harbour at Macao.

Hulutao is a bleak promontory situated almost in the north-west corner of the Gulf of Pechilli, some 80 miles to the north-east of Chinwangtao and the question of transporting the necessary construction plant the distance of some 1,600 miles from Macao to Hulutao had to be considered. Eventually, the Shanghai Tug & Lighter Co.'s tender was accepted for the towage of six barges, mostly of the hopper type, loaded with machinery, launches, deck barges and plant, the tug Otto, and the sheerlegs Hercules, and the tugs Saucy, 514 tons gross, 1,800 i.h.p., and St. Sampson, 451 tons gross, 1,200 i.h.p., were detailed for this undertaking. These two tugs arrived from Shanghai on March 20, arriving at Macao three days later.

First Tows Leave Macao.

On the morning of March 27, says the N.O. Daily News, the tugs left Macao, the Saucy with three loaded barges and the St. Sampson with two loaded barges and the tug Otto in tow. Shortly after clearing the harbour, a dense fog shut down which compelled the masters of the tugs to anchor with their tows until 11 a.m. on March 28. When the fog cleared partially, the tugs were able to resume their voyage. At 7.15 o'clock the same evening, Warian Light was passed and, fairly fine weather was experienced until after Breaker Point commenced to set in with a strong breeze and a nasty sea from the north-east which caused the tow to labour heavily and ship heavy water.

A Wise Decision.

The weather gradually got worse and, at 5.20 a.m. on March 31, when Chapel Island was abeam, the weather had freshened to a gale with high seas. The tugs, with their tows, were making very heavy weather of it and made no headway. Shortly afterwards, on due consideration, Captain Josefsen of the Saucy, who was in charge of the tows, finally decided, for the safety of the tows, to run for Amoy Outer Harbour for shelter and, shortly after noon on that day, the tugs were anchored in Amoy outer harbour. It was then proved that Captain Josefsen's decision to run for shelter had been most wise, for, on examination, it was found that certain units of the tows had sustained structural damage and were leaking and, if the tow had been continued in that heavy weather, it is probable that the damaged units of the tow might have foundered with their valuable cargoes. Furthermore, it might have entailed serious loss of life.

As it was found impossible to dry dock the damaged barges in Amoy, the only alternative was to beach them and this was consequently done, but, owing to the few hours available for work by this method, the necessary repairs were not completed until the afternoon of April 3.

Wheel Chains Carried Away.

At 3 a.m. on April 10, the tugs once more resumed their voyage, experiencing moderately fair weather and smooth seas until 4 a.m. on April 11, when it commenced to breeze up from the north-east with a nasty sea rising which caused the tows to labour heavily. One of the barges comprising the St. Sampson's tow repeatedly carried away her wheel chains and this increased the difficulties of this tow. At 7.20 a.m. on April 14, two of the barges of this tow collided with each other with the result that one sustained damage to her bow. By this time, the tows were in the vicinity of Bonham Pass and Capt. Josefsen, discovering that one of his units was very much down by the bows and apparently on the verge of sinking, came to anchor under Napier Island for the purpose of effecting repairs. With the aid of the tug's salvage pumps and cement, he succeeded in carrying out and completing repairs by 8 a.m. the same day when he resumed his voyage, arriving at Hulutao at noon on April 15. Shortly after arrival a strong north-easterly gale sprang up and Captain Josefsen received instructions to take his tow to Newquang and deliver it at that port.

Budder Post Fractured.

Before the Saucy anchored at Napier Island, the launch of one of the units of the St. Sampson's tow signalled that his rudder post was fractured and Captain Scott, of the St. Sampson, after discussion with Captain Josefsen, decided to make for Shanghai to effect the necessary repairs. He arrived here on the morning of April 15 and left again for Hulutao at 4 p.m. on May 14, when Captain Josefsen handed over his units to the representatives of the Netherlands Harbour Works Co., thus bringing the work contracted for to a successful conclusion.

(Continued at foot of next column).

## WHY NOT THE S.C.A.?

WOMAN'S APPEAL TO  
CHAMBER OF COMMERCE.

SEQUEL TO MOTOR FATALITY.

Apparently there are many Chinese who do not avail themselves of the facilities provided by the Secretariat for Chinese Affairs for attending to their troubles. According to a letter written to the Chinese Chamber of Commerce by a woman living at Shamshuipo, her daughter, aged 10, and another girl, aged 8, were killed in a motor accident about two months ago. It was stated in the letter (which was read at yesterday's meeting of the Chamber) that the car was driven by a German resident, and that the accident took place between Laichikok and Cheung Sha Wan.

It appears from the letter that the accident was reported to a police officer at the time or shortly afterwards, and the woman seems to have been given the impression that an investigation into the affair would be held within two or three weeks. At the end of that period, however, she alleges that nothing was done, and a visit to the German Consulate also proved fruitless.

The woman stated that her child was an only daughter, and asked if the Chamber of Commerce could do something for her.

After a short discussion, the Chamber decided to take up the matter with the police authorities.

Why Take Action?

A member questioned whether such a matter was within the province of the Chamber of Commerce. He thought it was essentially a matter for the Courts.

Discussion followed, in the course of which it was stated that the lower and middle-classes of Chinese in Hong Kong looked to the Chamber of Commerce to assist them in many personal affairs. The matter might not be strictly one for the Chamber to deal with, but the least they could do was to bring to the notice of the authorities the fact that they have received a letter from a woman who believed she had a grievance, and leave the matter in the hands of the authorities.

It was also pointed out that on previous occasions the Chamber had assisted in matters that were not strictly commercial, and had not only been successful but had been officially recognised.

## WATER TANKS NO LONGER WANTED.

MERCHANTS COMPLAIN TO  
CHINESE CHAMBER.

SPIRITED PROTEST BY THE  
MEETING.

Some lively discussion took place at the Chinese Chamber of Commerce yesterday when a letter was read from a merchant who owns a godown at Connaught Road West, to the effect that a water tank, erected during last year's water shortage, has not yet been pulled down. It was stated that the water tank interfered with the godown's business.

The letter went on to say that even coolies working for the godown had to go a little longer way. The writer asked if the Chamber could not negotiate with the authorities to cause the tank to be removed.

Mr. K. K. Lo, who was present, stated that as far as he could see, the tanks were erected following a series of public meetings last year. They were not meant to last long and obviously were not strong and had no foundation. Those present would probably recall one of the tanks gave way in Connaught Road Central, near the Douglas Wharf last year. Even if a water shortage was feared this year, said Mr. Lo, the tanks would be of little use.

Mr. Lo went on to say that the capacity of the tanks—he was only speaking from memory—was about 3 million gallons, but he understood that the harbour pipe line could convey more than that water to the Colony per day and he saw no justification for the preservation of the tanks. In time of emergency, the interests of individuals were readily sacrificed for the interest of the public, but no individual should be made to suffer unnecessarily when there was no emergency.

Other opinions were also expressed, all in favour of the removal of the tanks, and it was ultimately decided that the Chamber should approach the Government and request the latter to cause the tanks to be removed with as little delay as possible.

port on May 4 with the sheerlegs Hercules and a loaded hopper barge in tow. Moderately fine weather was experienced throughout this voyage and the tow arrived at Hulutao at 4 p.m. on May 14, when Captain Josefsen handed over his units to the representatives of the Netherlands Harbour Works Co., thus bringing the work contracted for to a successful conclusion.

## THIRTY-FIVE YEARS' GOOD WORK.

GATHERING AT QUEEN'S  
COLLEGE.

PRESENTATION TO MR. E.  
RALPHS.

At the Great Hall, Queen's College, yesterday, the Chinese members of the Education Department gathered to make a presentation to Mr. E. Ralphs, who is shortly leaving the Colony on retirement after 35 years of service in the Colony.

Mr. Ng Fung Chai made the presentation, and on the platform were members of the staff of the Technical Institute.

In the course of his speech, Mr. Ng paid tribute to the work of Mr. Ralphs, both in the Education Department and in the St. John Ambulance Brigade.

Continuing, the speaker said that all present knew how much Mr. Ralphs had done for the education of the Colony, particularly in regard to the Chinese community, and in this instance, they were particularly grateful. Shakespeare said, "It is true that a good play needs no prologue," and he would add that a worthy man like Mr. Ralphs needed no praise from him.

The Presentation.

In making the presentation, Mr. Ng said:—Mr. Ralphs, on the occasion of your impending retirement to enjoy your well earned rest, we, the members of the Chinese staff of the Education Department and the students of the Vernacular Teachers' Classes, together with some of your personal friends, are assembled here to-day to tender to you our homage and an expression of sincere regret at the approaching date of your departure.

You have done enough for our interests, and we hold this reception here in order to put on record our deep appreciation of your kindness and grateful thanks for the many favours you have done to us. Therefore, Mr. Ralphs, on behalf of a very large number of subscribers, I will ask you to accept these scrolls, this blackwood table and this set of Chinese incense burners and candlesticks of your own choosing as a small token of our affection, our esteem and our gratitude.

The blackwood table bears a suitably inscribed silver plate which, as time may tend to forgetfulness when you are away from us, will bring to your mind a remembrance of your Chinese well-wishers in Hong Kong. In conclusion, let me, on behalf of all present, wish you a pleasant voyage home, a happy reunion with your family, and that providence has in store for you a long period of life, full of happiness and prosperity. (Loud applause.)

Mr. Ralphs' Reply.

In accepting the gift, Mr. Ralphs said that he found himself in a very trying position. After serving 35 years in the Colony, it was rather a wrench to have to leave, and if he did appear to take the matter lightly, it was perhaps a tribute to the power of self-control which he had learned from the Chinese.

For a long time, he had looked forward to his retirement, with the feeling that it would be very nice to be able to return to his native land, and what was best of all, no more work! Now, on the eve of his departure, a feeling of sadness had come over him, and he was beginning to realise how much he loved this part of the world.

Mr. Ralphs said he noted with a feeling of pride that the Technical Institute had made very rapid advancement, and, finally enough, some of the people present in the Hall were his pupils ever so many years ago.

The speaker concluded by thanking all present for their beautiful gifts and remarked that he would never forget his friends and all the kindnesses shown him during his stay of three and a half decades in the Colony.

## HONG KONG WATER SUPPLY.

The total storage in the island reservoirs on the morning of Monday, May 28, amounted to 925.19 million gallons, showing a decrease of 13.95 million gallons during the past week, the amount collected from streams being 30.31 million gallons.

The week's consumption amounted to 85.14 million gallons, which includes 30.93 million gallons from the Shing Mun Supply.

Kowloon Water Supply.

The total storage in the mainland reservoirs on the morning of Monday, May 28, amounted to 324.23 million gallons, showing a decrease of 21.87 million gallons during the past week.

The week's consumption amounted to 21.7 million gallons delivered to water boats at Lai Chi Kok, amounting to 20.86 million gallons. The yield from the Shing Mun River and streams during the week was 32.24 million gallons.

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## THE FILIPINO CLUB.

REPORT AND STATEMENT  
OF ACCOUNTS.

Appended is the report and statement of accounts to be presented at the annual general meeting of the above named Club to be held at 3.30 p.m. on June 1:—

The general committee beg to submit the report and statement of accounts for the year ending April 30, 1930.

Pingpong.—Owing to the generosity of three members of the Club, Messrs. G. S. Angeles, L. S. Castro and D. T. Bautista, who offered a big silver cup, there was keen competition in the pingpong tournament. There were twenty competitors and the championship was won by Mr. A. V. Remedios as runner-up.

The ladies' championship was won by Mrs. K. Gonzales, with Mrs. O. Atienza as runner-up.

Mah Jong.—There were twenty competitors in the Mah Jong league. First prize was won by Mr.

J. B. Pomeroy, second by Mr. E. J. Brown, third by Mrs. A. T. Hdez. and fourth by Mrs. W. V. Field.

Baseball.—We were not as successful in baseball this year as in the previous year, having only obtained fourth place in the league. Tennis.—Owing to shortage of players, we could not enter the Tennis League, but we have entered a team this year.

Finance.—The account for the last 12 months shows a profit of \$1,428.54, showing a substantial improvement over last year's.

Club House.—Repairs and additions have been carried out during the year.

Members.—The total number of members as at April 30, 1930, was 82.

The birthday of Dr. Jose Rizal was celebrated at the Club grounds. The affair proved to be a very successful one. The Club arranged with the Hong Kong Cricket Club the exhibition matches by Mr. F. Aragon and Mr. Gordon Lum, the Club having benefited financially thereby.



## THE ETHICS OF TICKET-PUNCHING.

"PUNCH, BROTHERS, PUNCH!"

## RIGHTS OF RAILWAY TRAVELLERS DEBATED IN COURT.

The hearing of the case in which Mr. T. G. H. Brayfield, of Messrs. Carmichael & Clerk, and residing at Tai-po, was summoned on three counts was commenced before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday.

Mr. Brayfield was summoned on three charges, namely: (a) wilfully obstructing or impeding F. W. Winyard, a railway servant, in the discharge of his duty, in that he refused to show his ticket for the purpose of examination, or at least that he showed it in such a way that it was impossible for the complainant to examine it on May 8; (b) wilfully obstructing or impeding Li Yau Leung, a railway servant, in the discharge of his duty in that he refused to show his ticket for the purpose of examining or punching it, or, at least, that he showed it in such a way that it was impossible for the complainant to examine it on May 8; and (c) unlawfully did without permission of the Administrator of the Railway, leave or cause to be left motor car No. 524 on the railway premises or approach thereto which is under the control of the Administrator on May 14, 15 and 16.

Mr. L. R. Andrews, Assistant Crown Solicitor, appeared on behalf of the railway officials, while Mr. T. J. Prior represented Mr. Brayfield.

At the suggestion of the Magistrate, both parties agreed to proceed with the (a) and (b) charges and continue with (c) charge at a later hearing.

The defendant pleaded "not guilty" to all charges.

## The Case Outlined.

Outlining the case, Mr. Andrews said that the two summonses were brought under section 53 of the Railway Ordinance, under which every person who wilfully obstructed or impeded any servant of the Company in the discharge of his duties was liable to be fined a sum not exceeding \$100. In a book of rules, made by the Administrator of the Railway, under section 32, subsection 2, it was stated that any ticket issued would be governed by that set of rules and the Railway Ordinances. One of the rules stated that "Every person shall, when required to do so, show his ticket to any railway official duly authorised to examine the same and shall deliver such ticket to any railway official duly authorised." Another rule stated that "all tickets are and shall remain the property of the Administrator." Mr. Andrews submitted that he mentioned this rule because when the facts of the case were given it would be clear that Mr. Brayfield, whose impression was that, having bought a ticket, it was his property, was not applicable in this case. Going further, Mr. Andrews mentioned that any passenger, if he should be found, upon examination, to be in possession of a ticket which should be so mutilated as to present difficulties in recognising the ticket, that passenger would be regarded as not having paid his fare.

Dealing with the events that led to the summonses, Mr. Andrews said that he would call Li Yau Leung, a ticket collector, who was on duty on May 8, punching tickets for the 5.40 p.m. train leaving Tsai Sha Tsui Station. Li was standing between Nos. 5 and 6 platforms when Mr. Brayfield came along and produced a ticket in his right hand, between his thumb and forefinger. The ticket collector, continued Mr. Andrews, would say that it was covered to a large extent, and he could only read a portion of the words that appeared on the ticket. The ticket collector asked to see the ticket, as he was not certain whether it had been previously used. Mr. Brayfield refused to hand over the ticket.

Continuing, Mr. Andrews said, "Your Worship will see that the punch is so constructed that it will not operate unless a considerable amount of the ticket is exposed." Mr. Brayfield then boarded the train with his ticket unpunched.

## Refused to Deliver Ticket.

The ticket collector reported the matter to Mr. Winyard, who boarded the train, and between Yau-mat and the tunnel he went up to Mr. Brayfield, who was sitting in a first class carriage, and asked him to show his ticket. Mr. Brayfield held the ticket at an arm's length from Mr. Winyard and refused to deliver his ticket, saying that it was his property.

The matter was reported to the Railway authorities by Mr. Winyard, and as a result the summonses were issued.

Li Yau Leung, ticket collector, told the Court that he had been employed for over a year, and punching tickets was part of his routine work. At about 5.40 p.m. on May 8, he was on duty when he noticed Mr. Brayfield coming into the Station from the direction of the Star Ferry Wharf. He held a ticket between his thumb and his index finger hiding a considerable portion of it. Addressing Mr. Brayfield, he said, "Ticket, please!" Mr. Brayfield presented his ticket and replied "punch it!"

but as he was holding such a big portion of it, the collector said he could not carry out any punching. He made a gesture to take over the ticket for examination and for punching, but Mr. Brayfield withdrew his ticket and did not allow it to be examined. Witness said he had instructions to examine tickets to see that they might not be used on more than one occasion. Mr. Brayfield then went on to the train. The collector stated that he immediately reported the incident to Mr. Winyard.

Mr. Prior (cross-examining witness): You have special instructions to pay attention to Mr. Brayfield?

Witness: No. I do the same thing to every passenger.

## An Angry Retort.

Dealing with the discussion he had with Mr. Brayfield in the train, Mr. F. W. Winyard said, "After the train had left the station, I went up to Mr. Brayfield and asked him to let me have his ticket. He replied that he had already shown it at Kowloon. I replied, 'I have a report that you had not done so! Will you please show it to me?' Mr. Brayfield then took a ticket out and held it at arm's length, away from me. I told him I wished to examine and punch the ticket. He told me, 'I will not allow you to touch it, angrily.'"

Mr. Winyard said that he was about to take the ticket when Mr. Brayfield said, "Take your hand away from it. I tell you I will not show it to you, and that is definite." Mr. Brayfield also added that he had bought the ticket and he would not allow witness to handle it.

Mr. Prior (in cross-examination): Why did you want to see his ticket?

Witness: Because it is my duty.

Mr. Prior: Did you ever doubt Mr. Brayfield had a first class ticket?

Witness: Mr. Brayfield has a very great sense of humour. He would travel third class and go to first class. That is my impression of Mr. Brayfield.

Mr. Prior: Do you know that Mr. Brayfield had his ticket taken away from him 18 months ago? Two inspectors took it away from him and did not give it back to him till the end of the journey. Did you know that?

Witness: I have never heard of it.

Mr. Prior: Mr. Brayfield is paid special attention by the ticket collectors.

Witness: Why?

Mr. Prior: I don't know why. Witness: Well, he has acted in such a manner that a number of people may pay attention to him. I have reported Mr. Brayfield on several occasions to the Manager.

Mr. B. Baker, Manager of the Kowloon-Canton Railway, also gave evidence and said that all the ticket collectors and inspectors had standing orders to collect, examine or punch tickets.

Mr. Prior (cross-examining): Except on one occasion, Mr. Brayfield never travelled without a ticket.

Mr. Baker: I can't remember. I think it is more than one occasion.

Mr. Prior: The Railway administration are always after Mr. Brayfield, they are always worrying him.

## A Sense of Humour.

Magistrate: According to Mr. Winyard, he is always worrying them. Mr. Brayfield has a great sense of humour, Mr. Winyard said. He might travel first class with a third class ticket to keep them chasing him.

Mr. Prior (to witness): The chief reason why Mr. Brayfield worries you is he is always trying to persuade you to do certain things which he thinks should be done on the Railway.

Mr. Baker: He has not given me that impression.

Mr. Prior: Has he suggested that the latrines at Tai-po should be kept clean?

Mr. Baker: Yes he has done so. Mr. Prior told Mr. Baker that till a few days ago no disinfection was put on the bucket of excreta.

Mr. Baker: We have inspectors to do that job. I cannot be expected to look at the latrines every day.

Mr. Prior: Surely, if you heard a latrine were in a bad state, you would give consideration to the report?

Mr. Baker: I had a fictitious report from Mr. Brayfield a few days ago. When our officers visited the latrine, they found that the report was unfounded.

## Mr. Brayfield in Box.

Evidence was then given by Mr. Brayfield, who said that he handed his ticket to the ticket collector at Kowloon, and the latter should have had no difficulty in punching it.

Mr. Brayfield said that he studied the rules of the Railway Company very carefully because he had realised the attitude which officials of that Company had adopted towards him. He stated that it appeared that they were trying to get (Continued at foot of next column)

## CHINESE TENEMENT LAVATORIES.

## REASONS FOR REFUSING APPLICATIONS.

## SANITARY BOARD PRESIDENT ANSWERS QUESTIONS.

At the fortnightly meeting of the Sanitary Board yesterday, Mr. Wong Kwong Tin raised the question of water closets in Chinese tenements houses. He asked for the reasons why applications for installation had been frequently refused on grounds other than that of failure to comply with the prescribed conditions, and also asked that the general procedure be defined. The President (Mr. G. R. Sayer) replied to the questions.

The following were the questions and answers—

Question:—In view of the fact that permission for the installation of water closets in Chinese tenement houses has been frequently refused on grounds other than that of a failure to comply with prescribed conditions, will the President kindly state what other conditions must be fulfilled before permission can be recommended?

Answer:—I convince that, over and above specified conditions, the Board assures itself before making any grant that the broad interests of public health will not in any way be prejudiced.

Question: Should the water carriage system be encouraged in tenement houses?

Answer:—This is a matter of policy for the Board, as a whole, to determine. The view of my department—which is endorsed by the Director of Medical and Sanitary Services—is that a policy of cautious progress is the proper one.

Question:—Will the President kindly describe the procedure attending an application for the installation of water closets?

Answer:—The applicant is required to complete an approved form; submit a plan and furnish particulars regarding the adequacy of the proposed source of water supply.

Question:—What is the usual period which must elapse between the receipt of the application and its final submission to the water closet sub-committee for consideration?

Answer:—Straightforward cases are normally placed before the Committee within a month of the application. The time which must elapse between the application and the final decision must necessarily depend in each case on the number of references back for further inquiry which the Committee finds necessary.

## CORRESPONDENCE.

## A CYNIC ON CURRENCY.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Being a thorough-bred speculator in exchange, I am strongly against the shifting of Hong Kong currency from silver standard to gold, because my activities will be entirely curtailed by such a change and my profit gone. As far as public suffering is concerned, I don't care twopence.—Yours, etc.,

## EXCHANGE EXPERT.

Hong Kong, May 27.

[Our correspondent, of course, has "wit sarcastic," but his letter is not a very helpful contribution to the discussion of our currency troubles. It would be more to the point if he showed (1) that a gold currency would benefit the Colony, and (2) how the new standard could be adopted with the least risk and expense.—Ed.]

him into Court. He had read the rules and had abided by them through thick and thin.

Mr. Brayfield related an experience which he had some 18 months ago when he had his ticket taken away from him by an inspector. He submitted that that was the reason why he refused to deliver his ticket to the railway servants.

Mr. Andrews (cross-examining Mr. Brayfield): Do you regard this prosecution as unreasonable?

Mr. Brayfield: I do.

Mr. Andrews stated that reports had been made to the Manager that Mr. Brayfield had not been complying with the regulations and the number of times he had been mentioned to the Manager had been recorded. It was alleged that with a view to securing his own interests, Mr. Brayfield had not been able to produce his tickets.

Mr. Brayfield, however, denied the allegations.

After hearing of further evidence, the Magistrate convicted the defendant on both charges and fined him \$5 on each count.

Hearing of the third charge against the defendant was fixed for Wednesday, June 11, at 2.15 p.m.

## APPLICATIONS FOR FLUSH SYSTEM.

## DISCUSSION BY SANITARY BOARD MEMBERS.

## AN IMPORTANT MOTION FOR THE NEXT MEETING.

A discussion took place at the Sanitary Board meeting yesterday arising out of an application for the erection of water closets at 182, Queen's Road Central, in connection with which a minute was made by the President, Mr. G. R. Sayer. The matter came before the full Board in accordance with a recent decision sanctioning this procedure in case the Committee who are empowered to deal with the applications were not unanimously agreed in their decision.

The Hon. Mr. H. T. Creasy (Director of Public Works) moved that the application be refused.

Mr. Sayer said he was inclined to agree with this view. He pointed out that there were two reasons why such applications should be refused. In the first place, he thought that by putting in a new contrivance in an old building, the life of such a building was unnecessarily prolonged. The other reason was the question of health, which was very important. He remembered that Mr. Lo recently moved a motion in connection with tuberculosis, and, in doing so, hit the nail almost on the head. The President then went on to deal with statistics.

## Mr. Wong Kwong Tin's Views.

Mr. Wong Kwong Tin asked for permission to propose an amendment. He said it was apparent that the matter of water closets was being made a lever to force owners to bring their property up to date. That, to his mind, was a wrong policy to pursue. One could not short condemn a house for falling short of modern hygienic standards and then deny the owner of it an opportunity of improving it. Surely, he thought, the desire to install a water closet pointed to a spirit of progress and should, therefore, be encouraged. To say that no water closet is better than a misused water closet might be true, but why should it always be presumed that those who had access were bound to misuse it?

In the present case the objection was that there was no scavenging lane, and there was opposition to the laying of a soil pipe beneath the ground floor surface. Mr. Wong said his submission would be that a cast-iron soil pipe four inches in diameter, embedded in a sufficiently thick layer of concrete, thus forming another pipe with an outside diameter of about twelve inches, and a four-inch thick concrete slab on the floor surface would be sufficient to stand strain and to prevent the emission of noxious gases. There could not possibly be any insanitary effect, and such a method of scavenging must be conceded to be decidedly superior to the bucket system.

Mr. Wong closed by saying that the opinion of the Medical Officer of Health was invaluable, and he ventured to suggest that greater regard should be paid to the opinion of an admittedly well versed in matters pertaining to public health. He added that the President's remarks in regard to tuberculosis gave added reason for the water-borne system being better in every way than the open bucket system, and in the latter case there was the danger of flies acting as carriers of disease.

Supporting Mr. Wong's remarks, Mr. Chau said that, in his opinion, the objections were not sufficient to justify the refusal of the application, especially as the Medical Officer of Health was in favour of granting it.

## Not a Racial Matter.

Mr. M. K. Lo said that the discussion raised a very important question, and while he was in agreement with the President, he was not prepared to say whether the refusal of an application acted as a lever to retard the realisation of modern buildings. He thought it was unfortunate that all the members were not present to discuss that important matter.

Mr. Lo continued that it must not be assumed that there were racial feelings seeing that the question was being taken up by Chinese members and the applicant also happened to be a Chinese, but what worried him was the general principle of the whole matter. The question of an adequate water supply governed the granting of applications, but he thought applications should not be refused unless there were good reasons. He was most reluctant to differ from the sub-committee or the Director of Public Works, but if Mr. Wong Kwong Tin would bring forward a motion at the next meeting for discussion before the full Board, he (Mr. Lo) was in favour of adjourning the matter.

## Notice of a New Motion.

Mr. Wong Kwong Tin agreed to this procedure and said he would move the following motion at the next meeting:—

"That this Board regret the necessity for the continuance of the present crude bucket system of removing night-soil and recommends that applications for water closets (Continued at foot of next column)

## REGISTRATION OF MUI TSAI.

## OVER 3,000 ALREADY ON RECORD.

## SALUTARY EFFECT OF DRASTIC ACTION.

The registration of *mui tsai* in the Colony, which began in November last, will come to a close by the end of the current month. Up to the present time, over 3,000 *mui tsai* have been registered at the Secretariat for Chinese Affairs, the various police stations, the Tung Wah Hospital and the Kwong Wah Hospital.

At first, owners of *mui tsai* hesitated to register their girl slaves, and in the four months following the putting into effect of registration, there were only about 400 *mui tsai* registered. Drastic action was then taken by the Chinese Anti-Mui Tsai Society to urge the public to apply for registration, and in consequence, the number of registrations has been rapidly increasing. It is expected that the total number of the registered *mui tsai* will be 4,000 when the period of registration expires.

The Chinese Anti-Mui Tsai Society will continue its work irrespective of the stoppage of registration by the end of the present month, so as to take precautions against frauds inherent in the *mui tsai* system. The Society recently addressed a note to the Canton Bureau of Social Reform asking for its views and actions regarding the abolition of the *mui tsai* system in Canton. The Bureau in turn has asked the Society for its regulations and report of proceedings for reference.

## SAVED FROM GAOL.

## AMERICAN STOWAWAYS TO BE REPATRIATED.

## FOUR FILIPINOS NOT SO FORTUNATE.

When two American stowaways named A. J. Fraser and J. H. Peters were charged before Mr. Whyte-Smith at the Kowloon Magistracy yesterday morning, they were saved from being imprisoned by the fact that the local agents of the ship, the s.s. *Maunawili*, offered to repatriate them.

The two Americans, together with four Filipinos charged with the same offence, admitted the charge.

Inspector Ogg said that the four Filipinos were found with members of the crew who were also Filipinos. They were not discovered until the ship was at sea, while the two Americans had hidden in one of the life boats. They gave themselves up after the vessel had sailed from Manila.

Continuing, Inspector Ogg mentioned that the captain of the *Maunawili* wanted to take the two Americans back to the United States as members of the crew. The Consul had been consulted and he agreed with the proposal.

It might be explained, said Inspector Ogg, that the two American defendants had arrived at Manila on board the President Jackson, from which ship they had got their discharge on the understanding that they would secure employment. They had worked for a firm but that firm had failed and the men were stranded.

His Worship pointed out the seriousness of the offence and addressing Fraser and Peters, said he supposed both of them must realise that it was a dishonest thing to do; to steal a passage on board the ship. It was not playing the game. Fortunately for them the responsible authorities of the vessel were treating them very generously and were going to have them repatriated to America.

His Worship said that he would simply register a caution against them so that they could return to the ship, which, according to Inspector Ogg, is leaving Hong Kong for America to-day.

His Worship said that with regard to the case of the other four men there was no proposal made and they were not in such a fortunate position, the company not having offered to keep them on board the ship.

He therefore fined them \$50 each, with the alternative of one month's hard labour in default.

be sanctioned on the following conditions being observed:—

(1) If the premises affected have not been ordered by the Building Authority to be demolished.

(2) If there shall be (other than in the Peak district) an independent and adequate supply of water for the purpose.

(3) If the applicant undertakes to comply with the existing regulations to the manner of construction and maintenance."

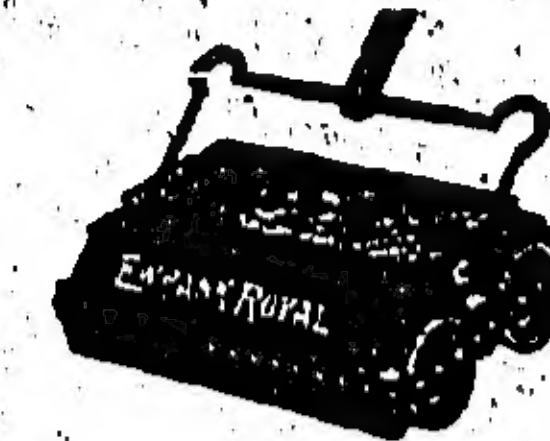
Members of the Board present at the meeting were the Hon. Dr. A. R. Wellington (Director of Medical and Sanitary Services), the Hon. Mr. H. T. Creasy, C.B.E. (Director of Public Works), Dr. W. V. M. Koch, Mr. Wong Kwong Tin, Mr. M. K. Lo and Mr. T. N. Chau.

No matter what other cleaning equipment you possess you need a

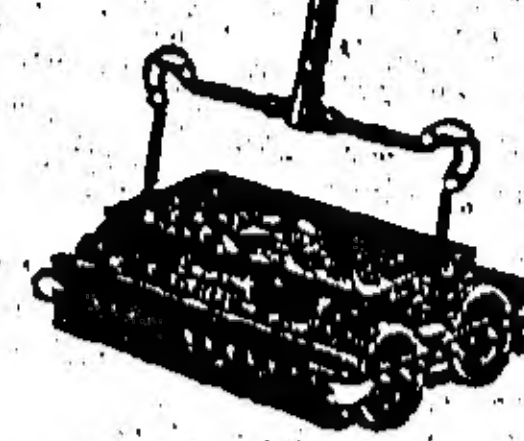
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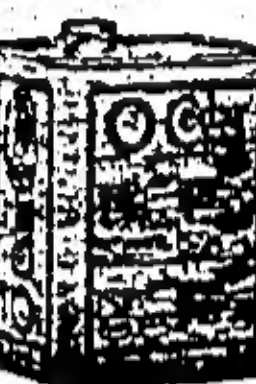
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Mops:  
No. 2—\$3.00 EACH  
No. 5—\$3.50



2 gall tin...\$3.00  
1 " " \$4.50  
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HARDWARE DEPT.

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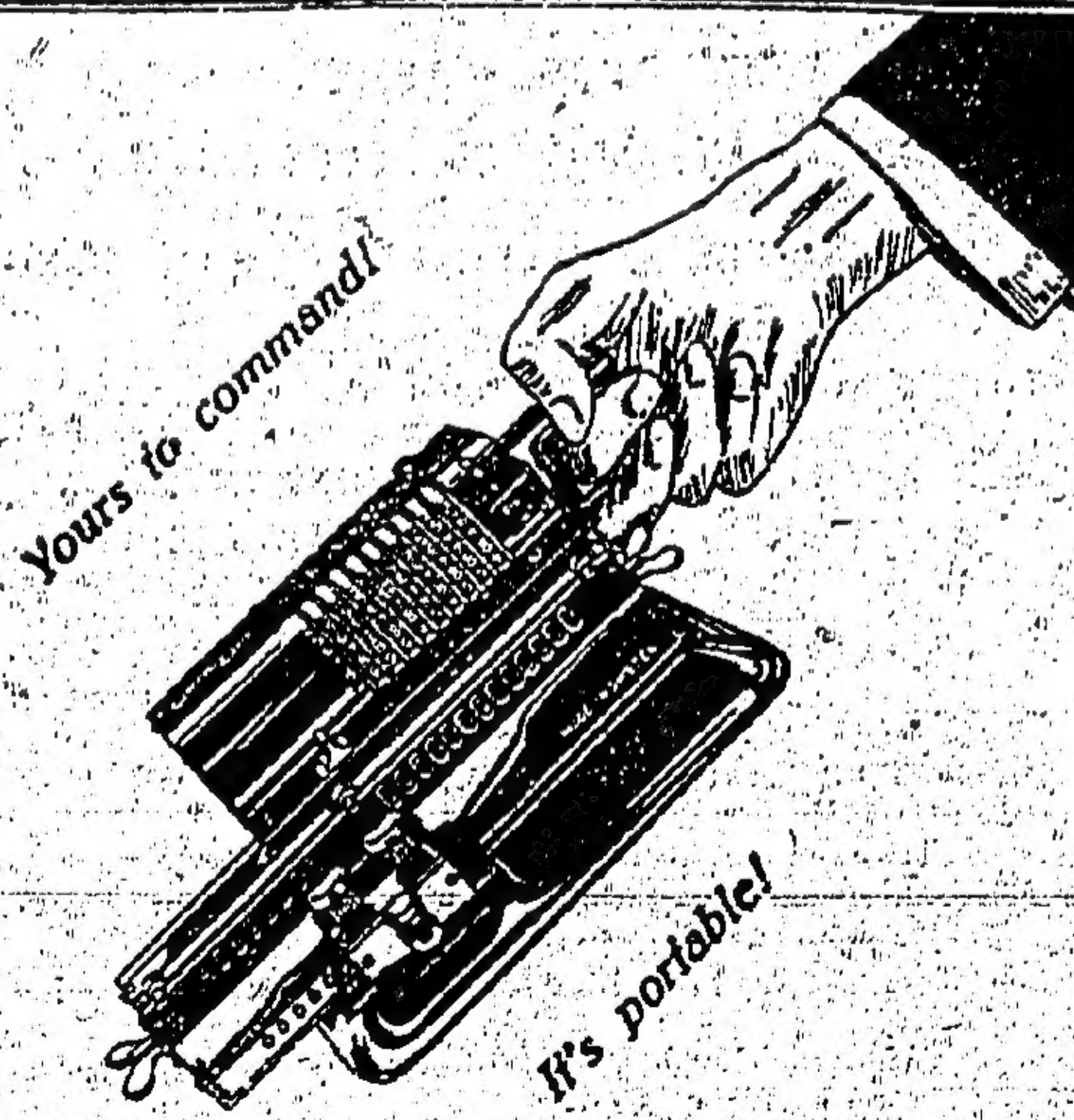
THE VOLGA BOATMEN

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ICE HOUSE STREET.

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"The machine to count on"

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Queen's Building



## NEW ADVERTISEMENTS

**HONG KONG FLYING CLUB.**  
OPENING CEREMONY NEXT  
SATURDAY AFTERNOON.

THE Official Opening of the FLYING CLUB'S HANGAR and Club Premises will be performed by H. E. Sir WILLIAM PEARL, K.B.E., C.M.G., at Four O'clock, Next SATURDAY, AFTERNOON, MAY 31st, at Kai Tak Aerodrome.

A Special Motor Bus belonging to the Kowloon Motor Bus Company will run every Fifteen Minutes from the Star Ferry to the Club Premises between 3.15 P.M. and 4.30 P.M.

Ten will be provided in the Club House and all interested in aviation are requested to apply to any of the following Committee Members for invitations.

The Hon. Mr. W. E. L. Sheehan, Capt. K. B. E. Benfield, D.S.O., M.C., Wing Commander A. H. S. Steel-Parkinson, O.B.E., R.A.F., Lieut. Commander H. Squance, Mr. E. J. Wynne-Jones, Dr. F. G. Farr, Mr. C. D. Lambert, Mr. J. Chao, Mr. Wong Kwong-tin, or Mr. A. W. Summers, c/o Theos. Cook & Son, Limited, Pedder Building.

[9475]

**THE BRITISH LEGION.**  
(HONG KONG & CHINA BRANCH).

THE 9TH ANNUAL GENERAL MEETING will be held at 5.15 P.M. on THURSDAY, 29th MAY, 1930, in the Board Room of Messrs JARDINE, MATHESON & CO., LTD.

## BUSINESS.

To Receive the Report and Accounts for the year 1929.  
To elect officers.

H. SPICER.

Hon. Secretary. [9451]

**DOUGLAS STEAMSHIP CO., LIMITED.**

THE ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Office, P. & O. Building, on WEDNESDAY JUNE 4th at 11 A.M. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st DECEMBER 1929.

THE TRANSFER BOOKS of the Company will be CLOSED from 28th of MAY to 2nd of JUNE, Both Days inclusive.

DOUGLAS LAFRAIK & CO. General Managers.

Hong Kong, 17th May, 1930. [9431]

**HONG KONG JOCKEY CLUB.**

## NOTICE.

THE HALF YEARLY GENERAL MEETING OF VOTING MEMBERS will be held at the CLUB HOUSE, HAPPY VALLEY on WEDNESDAY, 4th JUNE, 1930 at 5.30 P.M.

By Order, C. B. BROWN, Secretary.

Hong Kong, 9th May, 1930. [9439]

WATSON'S

Seltzer

Water



an old favourite, and still popular at most London Clubs and Hotels, where the Call for a

Whisky Seltzer

is familiar and frequent. For those who prefer a more highly saline water Watson's Seltzer is unsurpassed. It is health-giving, refreshing and absolutely pure.

**A. S. WATSON & CO., LTD.**

Aerated Water Manufacturers

KOWLOON-CANTON RAILWAY.

## NOTICE.

On and after MAY 31st the Additional Train Leaving Kowloon on SATURDAYS and SUNDAYS for Canton at 8.45 A.M. will be discontinued.

From the Same Date a Train will leave KOWLOON for CANTON on SATURDAYS at 1 P.M. and return from CANTON on SUNDAYS at 5.15 P.M.

R. BAKER, Manager.

[9462]

## WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 4.35 p.m., stated:—

The typhoon is situated in the Bashi Channel, moving N.E. Local Forecast:—E. or variable winds; moderate; fair.

## TYPHOON WARNING.

The following typhoon warning has been received by the American Consulate-General from the Manila Observatory:—

Manila, May 27, 9.15 a.m.—Typhoon in about 120deg. Long E., 20deg. Lat. N. almost stationary.

Editorial and Business Offices: 11, Ice House Street, Tel. 30351. Night Editor (Wanchai Office): Tel. 24511. London Office: 53, Fleet Street, E.C. 4.

The Daily Press

HONG KONG, MAY 28, 1930.

## CAN WE AFFORD IT?

DURING all the controversy which has been going on in regard to the recommendations of the Salaries Commission it has not until now been possible to get an angle on one very important aspect of the matter. Man for man, doing similar work, how does the Civil Service compare with private enterprise in the matter of working costs? The writer of the articles on education which have been appearing in our columns throws some light on this question, and if his figures are correct the result of this illumination is somewhat startling. A fair "living wage" is a very difficult factor to define, whether it be for an unskilled labourer or an administrative officer with great responsibilities. But "Lux" has presented us with some facts and figures which are more easily understood.

In the first place, he contends that the Educational Department is a "very expensive" one. It is educating scholars in secondary schools at the rate of \$410,500 per annum for 2,658 pupils. Private schools of similar status provide facilities for 4,638 pupils at a cost to the Government of \$129,276.

School fees are excluded in both cases. Now, on the face of it, there is an amazing discrepancy in the costs per pupil in Government and private schools of corresponding status. In the Central British School (a public institution) the average cost to Government per capita is \$399 per annum; in a private school the corresponding figure is \$39. The former figure does not appear to include cost of passages for teachers, pensions, fuel, oil, or building repairs. It must be remembered that these per capita costs of education are not based on the total cost; the figures represent the amount of public money spent upon education in Government and private schools respectively. This money is supplemented by the fees paid by scholars. Multiplying the average attendance by the fee, the Central British School (130 pupils at \$45) receives \$5,850 from its scholars, and \$77,000 from the public purse. A private school (248 pupils at \$105, though the boarders pay more) gets \$41,440 in fees and \$9,800 from the Government.

Putting these figures together, it appears that it costs \$32,850 to educate 130 scholars in a Government school and \$51,331 to provide similar tuition for 248 pupils in a private school. Working this out

on the per capita basis, we get \$253 for scholars in the Government school and \$207 for those in the private institution. Is there a satisfactory explanation of this tremendous disparity? Possibly there is, for it seems incredible that the cost of educating a child in a Government school should be three times the cost in a private school. Surely there must be some error of calculation somewhere?

True, the Central British School is by far the most expensive institution on the list, and the figures quoted therefore may be regarded as not showing a fair general average. Even so, take the total cost to the public purse and average attendances at Government and private schools. These give per capita costs of \$147 and \$37 respectively, which does not mean that the ratio of expenditure is five to one, instead of three, but does indicate that—after allowing for receipts from fees in both cases—there is still an astonishing difference between the cost of education in Government and private institutions. "Lux" contends that public money is being spent very extravagantly in some directions, and is being miserably doled out in others. The community is entitled to know whether his charges are well-founded, and whether his recommendations for the more efficient and economical expenditure of public money on education are practical.

## HONG KONG AND CHINA.

THE mystery surrounding the negotiations opened last year between this Colony and Nanking regarding the operation of the Chinese Customs service in these waters is becoming more mysterious. Nothing would have been known as to what was going on, either from British or Chinese official sources, but for the interesting revelations made at the recent annual meeting in London of the China Association. Now it transpires that even the British Legation in China has not been kept informed as to the proceedings. Only by accident did Sir HARRY FOX, the Commercial Counsellor to the Legation, discover that the Hong Kong Government was in negotiation with the Inspector-General of the Chinese Customs, and it is alleged that had those conversations been successful, the Agreement concluded would have seriously affected—if it did not completely neutralize—much of Sir HARRY FOX's work in British interests.

Reading between the lines of the N.C. Daily News editorial comment on this extraordinary state of affairs, the reason for Mr. F. W. MAZE suddenly cancelling his intended visit to Hong Kong a fortnight ago seems to be explained. Apparently it has been intimated that the negotiations originally opened between the Inspector-General and Sir CHAS. CLEMENTI cannot be resumed on the lines originally laid down. Whether the discussion will be resumed at all remains to be seen, but seemingly there is strong objection in Foreign Office circles to the Hong Kong Government having direct communication with the Chinese authorities on a matter which has so very close a bearing upon Anglo-Chinese diplomatic discussions on similar issues over a much wider field. It is amazing that an important member of the British Legation should be kept in complete ignorance of negotiations proceeding between another British official and the Chinese authorities, even though the Legation were not directly concerned. As it happened, however, the Commercial Counsellor at the time was actually engaged, on behalf of Great Britain, in negotiating with the Chinese authorities on very similar issues, and it is declared there was grave risk of his work being completely undone. There appears to have been a most unfortunate misunderstanding between the Foreign and Colonial Offices in London, or between their representatives out here, and it will not be surprising if some pertinent questions on the subject are raised in the House of Commons.

## ★ News and Views ★

The largest fleet of giant air liners ever built is now being constructed for use on new Empire air routes. The fleet will consist of both land airplanes and flying boats, and will have accommodation for more than 300 passengers. Eight forty-seater biplanes, each driven by four Jupiter engines developing 2,000 horse-power, are being built for use on the land section of the air routes to India, Africa, and Australia. A number of forty-seater all-metal flying boats are being constructed for the overseas portions of these routes. Flying boats will also be used for the Nile and Great Lakes portions of the Cairo-Cape Town air route, while the southern section of this route will be operated by triple-screw air liners. The entire fleet will be luxuriously equipped with smoking-room, cocktail bars, and refreshment buffets, each cabin being as large as a Pullman railway coach.

Shaughum Castle, near Oslo, which has been the residence of the Crown Prince, was almost entirely destroyed by fire. However, part of the art treasures was saved from the conflagration, the Crown Prince and the Princess assisting in the salvage.

The Jewish Executive proclaimed a 24-hour strike in Jerusalem last week as a protest against the stoppage of Jewish immigration by the British Mandate authorities, which is regarded as a blow to the Zionist cause and a violation of the Balfour Declaration. It is also rumored that the British authorities are contemplating the prohibition of real estate transactions which would in effect prevent Jews from purchasing Arab land.

It is learned that the French Minister at Prague, in the name of France, England and Belgium has lodged a protest with the Foreign Office against Czechoslovakia's failure to carry out her promise to ratify the Geneva Trade Pacts Convention. Poland and Czechoslovakia are the only two countries which so far have failed to ratify the Convention.

The Hong Kong dollar touched a new low record when the quotation stood at 1s. 4 1/2d. yesterday.

On board the incoming s.s. President Taft was Professor Scharffenberg, who is connected with the Fire-side Correspondence School of Washington, D.C.

Mr. P. Wasserman, president of the International Tobacco Company of New York, was amongst the passengers arriving aboard the s.s. President Taft.

Attention is directed to an advertisement appearing in to-day's issue enumerating the committee members to whom applications should be addressed for invitations in connection with the official opening on Saturday of the Hong Kong Flying Club's hangar and club premises.

Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., commanding the China Command, is shortly to make his northern tour of inspection, and will leave Hong Kong on June 4. The inspection of the troops in the Shanghai area will occupy a week or so, after which Major-General Sandilands will carry out his inspection of the Tientsin area, leaving about June 14.

The case in which an Indian chauffeur in the employ of Mr. Khan is being charged with inflicting serious bodily harm to another motor driver by stabbing him in the leg with a knife during a fight outside the Kowloon Ferry Wharf will be opened at the Kowloon Magistracy on Tuesday, June 10, at 2.15 p.m. Mr. Leo d'Almeida is for the defence.

Sportsmen in general, and cricketers in particular, will be sorry to hear of the death of Capt. Philip Havelock Davies, which occurred at the Catholic Military Hospital, York. Capt. Davies was one of our leading cricketers shortly after the war, and represented the Colony in Interport matches, being a medium-to-fast right-hand bowler and a hard-hitting batsman. It was perhaps his fielding that was his strongest point, and it is doubtful whether the Colony has seen a better slip man. The deceased was in the Brighton College eleven in 1909 and three following years, taking sixty-seven wickets for 10.40 runs each in 1910, and in 1911 he took 37 wickets for 31.76 with the bat, and 10.52 for seventy-eight wickets with the ball. He thus went to Oxford with a considerable reputation, and obtaining his Blue played against Cambridge in 1913 and 1914. Against Middlesex, at Oxford, in 1914 he did the hat-trick. He also played a few times for Sussex.

Here are the specifications for the show girl of 1930, as outlined by no less a judge than Flo. Ziegfeld, of Folies fame. "She must be a brunette," says Ziegfeld. "Blondes are passé. She should be no taller than 5ft. 6in., and weigh about 135lb. Most important of all, she should be generously proportioned and more feminine. The boyish figure is no longer in style."

The announcement that Italy intends to lay down keels for 42,000 tons of new warships this year has roused critical comment in the London Press, which fears that this step by Italy is an indication that France will increase her programme, thus leading to a new race in naval armaments.

## PROSECUTION FAILS IN LOTTERY CASE.

BUT DEFENDANT'S BAIL IS ESTREATED.

In ordering the forfeiture of bail of \$10 in the case of a man who had failed to appear in answer to a charge of possession of three *po-piu* lottery tickets, Mr. Whyte-Smith, at the Kowloon Magistracy yesterday, stated that if the defendant had been present in Court he would not have been convicted on the evidence of the prosecution.

After his Worship had estreated the man's bail, he was asked by Sergeant Brown to make an order for the confiscation of the tickets. His Worship pointed out that unless there was evidence that the defendant had had the tickets for the purpose of sale it was no offence under the Ordinance and asked whether such evidence could be produced.

Sergeant-Major Lai Sui gave evidence of the tickets being *po-piu* lottery tickets from Canton, but intimated that there were no indications to show that they were for sale. They could, he stated, be sold, as they did not bear any names.

The question of the confiscation of the tickets was postponed pending any claim which might be made.

## "CAT" BURGLAR IN KOWLOON.

EUROPEAN VICTIMIZED.

Jewellery valued at \$241 was stolen from the residence of Mr. S. F. Bishop, of 8, Hart Avenue, Kowloon, during the early hours of yesterday morning when a "cat" burglar entered his house through an open window.

Some unknown person entered Mr. Bishop's room some time between two o'clock and six o'clock yesterday morning, by climbing through an open window in the servants' quarters.

The thief stole a quantity of jewellery including a lady's gold bangle valued at \$100, bearing the name of B. Bishop, a lady's gold grey-faced wrist watch valued at \$40, a lady's gold ring set with a medium-sized ruby valued at \$25, a silver watch belonging to Mr. Bishop, valued at \$35, a lady's gold chain bangle valued at \$40 and a small purse containing copper coins, valued at \$1.

## BIBLE SOCIETY WORKER.

DEATH OF MRS. H. O. T. BURKWARD.

Hong Kong and Canton residents will learn with deep regret of the passing of Mrs. Burkward, wife of the Rev. H. O. T. Burkward, who for over a quarter of a century worked with her husband in Canton as local agent for the British and Foreign Bible Society.

News of the sad event has come whilst she and the Rev. Mr. Burkward were on furlough in America, both being due to return to their field of work some time next month. They left for their home country last August, and Mrs. Burkward's death must come as a profound shock to those in the Far East who loved and respected her.

Both the deceased lady and her husband were well-known in Hong Kong, as the wide district in which they worked include the Colony, and to it they paid regular visits, being distinguished for their tact and sympathy and zeal for the cause they espoused.

The late Mrs. Burkward's death is reported to have been due to a severe attack of pneumonia, and the sympathy of many will go out to Mr. Burkward in his great bereavement.

## ★ Local Notes and Events ★

Among the passengers arriving aboard the s.s. President Taft were Mr. and Mrs. Paul Kessel. Mr. Kessel is the owner of the firm of Paul Kessel, of Kansas City.

A car belonging to Mrs. W. E. L. Shenton was completely burned out on Monday afternoon at the junction of the Shek O and Cape D'Aguiar Roads. The machine broke down on Sunday and was left on the road overnight.

The following day, the chauffeur went out to try and right matters, but as he was working on the car, the engine burst into flames, which soon enveloped the car. The fire, it is believed, was due to short circuiting of one of the wires.

What may be considered one of the most experienced casts in dialogue films ever assembled was called together by William de Mille to make "The Idle Rich," the all-talking picture, which opens at the Queen's Theatre on Thursday.

Conrad Nagel, a veteran in the "talkies," plays the leading male role. Bessie Love, of "Broadway Melody" fame, and Leila Hyams, who scored in the all-talking version of "Alias Jimmy Valentine," have the leading feminine parts.

There will be a studio concert broadcast on Friday at 9 p.m. when two newcomers to the Colony will be heard. They are Mrs. Snowdon Jones, soprano, who has successfully broadcast at Shanghai, and Madam Alice Hamilton (contralto).

A recently formed string orchestra, under the conductorship of Mr. F. Mason, will also perform at this concert. New members for this orchestra will be very welcome, and practices are held on Tuesday evenings at the Cathedral Hall at 9 p.m.

The many friends of Inspector Macdonald gathered in Police Headquarters Canteen yesterday to say "Goodbye" to the Inspector, who is leaving the Force after 22 years' service. The opportunity was also taken to present Inspector Macdonald with a chiming clock and with a beautiful silver vase, suitably inscribed. Mr. T. H. King, who made the presentation, spoke of the tact and courtesy always shown by the Inspector, which had won for that officer the good-will of practically all members of the Force. Mr. King also characterized Inspector Macdonald as a modest man, mentioning the fact that before he came out to Hong Kong, the Inspector had served in the Boer War with Lord Lovat's Scouts, but many of his friends were not aware of this because the Inspector was very modestly reticent.

A Chinese was charged with being a rogue and vagabond before Mr. Whyte-Smith at the Kowloon Magistracy yesterday morning, and Detective Sergeant Humphreys asked for a short remand, intimating that there was a possibility of further charges. The defendant, who was found in the back yard of the Kowloon Confectionery shop in Nathan Road, was remanded till to-day.

"Married in Hollywood" is a Fox Movietone with Oscar Straus music that comes nearer to the original performance than anything yet brought to the screen. Principal roles are sung by J. Harold Murray and Norma Torres, while Walter Catlett, Norma Palasty, Tom Patricola and Douglas Gilmore support. The film is showing for the last time to-day at the Queen's Theatre.

Three Chinese (two deaths) and one European case of typhoid were included in the health return for the week ending midnight on Saturday. There were also two deaths from small-pox, four from influenza, 14 from malaria and 59 from tuberculosis. These were all Chinese and it is gratifying to note that there was a clean bill of health for the 24 hours ended at midnight on May 26.

## Looking Back 25 Years.

A fisherman from Pak Lok Village in the New Territory was taken to the Government Civil Hospital by the police yesterday in a sadly shattered state. He was catching fish on Saturday afternoon by the dangerous method of dynamiting them, and his last charge going off before he could get rid of it, blew out his eyes, badly shattered his face and tore off his hands. He is not expected to recover.—*Hong Kong Daily Press*, May 29, 1905.

## Looking Back 50 Years.

The large white fish of the porpoise type may frequently be seen in the shallows of Mira Bay or Deep Bay, spinning along on the top of the water like a wheel. This is the *Pak Ki*, which is sometimes translated as "white fright." The Chinese have no legends or superstitions about this creature, but they sometimes call it the *Po-shut* or *idol fish*, and have a certain amount of dread of it, but they more generally hate it because it destroys their nets and when occasionally gets around up the creeks and shallows they spear and destroy it. This creature is considerably smaller than the porpoise, and may sometimes be seen exposed for sale at the Praya entrance of the Central Market.—*Hong Kong Daily Press*, May 29, 1880.

## Increase your Knowledge of Hong Kong and of China by the help of books.

A. H. Crook's THE FLOWERING PLANTS OF HONG KONG ..... \$2.50

Profusely illustrated in black-and-white.

THE HONG KONG NATURALIST, Vol. 1, No. 2. .... \$1.50

Edited by A. H. Crook, M.A. and G. A. C. Herklotz, F.R.S.

Sir H. H. Fox's ECONOMIC CONDITIONS IN CHINA... \$2.15

Dr. E. H. Fox's A NEW MIND, AND OTHER ESSAYS... \$3.50

Containing 28 essays, all more or less concerning China.

An attempt is here made to understand the character of the Chinese as we see it shown in their religion; in the council chamber; in political life; in business and camp; in ancient ideal and modern practice.

Dr. E. Y. Lo's CHINA'S REVOLUTION FROM THE INSIDE ..... \$7.50

The main purpose of this work is to describe the currents and undercurrents of life in Chinese society which mark the dawning of a new era.

Lin Boon Keng's THE LI SAO—An Elegy on encountering sorrow ..... \$3.50

A new translation of one of the greatest literary masterpieces of Ancient China.

G. B. Leitch's CHINESE RUGS ..... \$14.50

Profusely illustrated with designs and photographs. The author has filled a gap in the literature dealing with Oriental carpets. The chapters on the dyes, history and analyses of rugs are outstanding and instructive.

Frederick Starr's CONFUCIANISM—Ethics, Philosophy, Religion ..... \$11.50

The author here transmits the teachings of Confucius with admirable economy and clarity. His book is essential to an intelligent grasp of the events in the East now stirring the world.

Dr. J. Williams's A SHORT HISTORY OF CHINA ..... \$10.50

The story of the civilization in the world. Here are traced the history, literature, philosophy, art, traditions, customs, etc. of this most fascinating and mysterious country.

**KELLY & WALSH, LTD.**

(Incorporated in Hong Kong.)



## INDIAN SITUATION REVIEWED.

GOVERNMENT REITERATES SYMPATHETIC POLICY.

## MORE RIOTING: FURTHER ARRESTS.

In a review of the situation in the House of Commons by Mr. Wedgwood Benn, Secretary for India, a distinct improvement is shown, but there still remain elements of danger, especially the campaign of malicious rumours instigated by Congress.

Latest news brings to light further reports of rioting, in which many persons were injured. In spite of the reassuring statement in the House of Commons, the situation seems to be still fraught with uncertainty and danger.

## CONGRESS CAMPAIGN OF LIES.

[BRITISH WIRELESS SERVICE.]

LONDON, May 26. The situation in India was discussed in the House of Commons this evening during a debate on the India Office Vote. The Secretary for India, Mr. Wedgwood Benn, said that despite newspaper headlines the vast majority of Indian people in the urban areas, and certainly in the rural areas, pursued their avocations under the benevolence of settled and ordered Government.

It was true that the Government machine was designed by English hands, but it was today mainly operated by Indian hands, not only in positions of high control, but almost exclusively in its subordinate branches.

Dealing statistically with some of the aspects of national life, he said few countries in the world in the matter of external trade could give a better showing than India. In the last year of private trading, merchandise showed an available balance of £38,000,000 and in the four preceding years the trade balance was equally good.

As regards public expenditure, last year's Budget closed with a balance on the right side, and although it was found that on the basis of existing taxation there would be a deficiency, the Government of India, with the support of the Legislative Council, presented a Budget which would, at any rate balance and perhaps show a surplus.

It would also maintain in the eyes of the world the solid financial position in which India had always stood.

Last week the Government floated a loan of £7,000,000 which was oversubscribed. The price of Indian securities on the London market was higher now than it was on January 1, despite all the events which had occurred in the meantime.

Although there was a large public debt in India, eighty per cent was represented by productive assets.

## Railway Progress.

Remarkable progress has been made with the electrification of railways. Twenty-eight million acres, or nearly thirteen per cent, of the whole crop of India, had been brought under irrigation at a cost of £75,000,000. When schemes now under construction were completed the total area under irrigation would be nearly 40,000,000 acres.

Regarding the trade and industrial position generally during the last twenty years India's overseas trade had nearly doubled. In agriculture the number of members of co-operative credit societies had increased from 300,000 to 3,500,000.

Those who rightly desire the uplift of the peasant or industrial worker should not overlook the magnificent work carried on by Englishmen in co-operation with Indians under present conditions in India. In the last ten years more progress had been made in industrial legislation than in the preceding fifty years.

Dealing with the development of relations between the Home Government and the Government of India, Mr. Benn pointed out the growth of self-government in the British Commonwealth which had been carried out in various forms. The Government of India was looking more and more for approval and support of the legislature and India's public opinion for a really effective and lasting growth of the measure of self-government. The military force in India consisted of the Army, Air Force and Marines and there had been no material change in strength since it was reorganised after the war.

Proceeding, Mr. Benn alluded to the recent disturbances which had been confined to the urban districts and, generally speaking, from which the Mohammedans had held aloof. The disturbances might be described accurately as spasmodic rather than general.

## Congress Resolutions.

In some recent resolutions passed by the Congress Working Committee at Allahabad, a proposal was made that these disturbances should be extended so far that the resolutions had not been put into effect. The Government of India had not been permitted to be made effective.

Referring to the position in the North-West Frontier Province and

in the tribal areas, he said that since the April disturbances, Peshawar had been quiet and normal life had been, or was being, resumed. Outside Peshawar, the centre of disturbance was caused by a leader called the Hali of Turangzai and his son, who settled themselves in a hill to the north-east of Peshawar. Action was taken against them and was proving effective.

On the whole, the tribal situation had greatly improved. There had been no hostile movement of any tribe as a whole.

Mr. Benn extended his sympathy to the District Magistrates and officers of the local Governments and Government of India in their difficulties and dangers and said that in this matter, as in all others, there never had been between the Government and the Viceroy anything but relations of the warmest understanding and strong support.

## Self-Government.

He looks forward to a day when Indian liberty should be enlarged and she should take her place as a full self-governing dominion.

Within a very few weeks, we should have the Simon Report and the next stage was a conference to consider the question of constitutional advance and the co-operation of those who could speak authoritatively for the opinion of British India and the Indian States.

Speaking of a statement of the Viceroy, Mr. Benn said, "The policy stands. The goal is accepted by all parties, but there are difficulties on the way to the goal. These difficulties do not exist exclusively or mainly on this side; they are largely Indian difficulties, and it is from Indian opinion we must seek a solution. I make bold to say that if at this conference substantial agreements are reached no Government will be likely to ignore its work."

For many years the two countries had been linked together for the undoubted well-being of both. Was it too much to be cast out, so that the future might see a rebirth of mutual understanding and of strength?

## THE SITUATION REVIEWED.

## DANGER OF MALICIOUS RUMOURS.

LONDON, May 28. The Government of India's appreciation of the situation up to May 24 states that the tribal situation in the North-West Frontier Province is definitely easier and the internal situation in the North-West Province shows an improvement.

The chief weapon of anti-Government agitators is now the dissemination of false reports, but active steps are being taken to counter these.

It also gives further information regarding the riot at Mymensingh, Bengal, on May 14 when a large hostile mob, failing in an attempt to prevent the delivery of excise liquor to vendors, attacked the Magistrate, Police, and excise staff with brick bats. Persuasions, warnings, and charges by the Police failing to secure a dispersion of the mob, which continued its violent attacks, the Police were ordered to fire.

About forty Government servants were injured, and fifty-three rioters were treated in hospital. One of these died.

During the week under review there has been no serious outbreak, but in several places the Police have had to disperse a disorderly crowd.

Sholapur Normal.

In Sholapur conditions are fast becoming normal and it is hoped that martial law may shortly be discontinued.

Persistent efforts to spread hostile propaganda in the Punjab continue. Apparently the villages have been little affected, except in Gujarat, where the situation is causing anxiety.

The chief feature of the campaign against the salt laws has been the burning of the salt works.

Presidency. Technical branches of the law have been largely abandoned in favour of mass action. These tactics definitely failed at Shiroda, where raids have been abandoned. They achieved temporary success at Wadala on May 18, but a subsequent attempt failed.

The chief efforts of Congress had been made at Dharsana. (Continued on next column.)

## £10,000 FOR GIRL FLYER.

MUNIFICENT GIFT BY "DAILY MAIL."

RECOGNITION OF EPIC FEAT.

[THROUGH REUTER'S AGENCY.]

LONDON, May 27. The Daily Mail has made a gift of £10,000 to Miss Amy Johnson in recognition of her feat in flying solo from England to Australia.

Another Lap Covered.

SYDNEY, May 27. Miss Amy Johnson has arrived at Cloncurry in East Queensland en route to Longreach.

On the 21st a crowd, estimated at 200, tried to force its way in. The attempts were foiled, thanks to the skill and endurance shown by the Police. The timely arrival of troops also had a moral effect, their presence giving much needed relief to the Police.

## Congress Policy.

On the 22nd the Police cleared a Congress camp of volunteers and the position is now quiet, although there are reports that the attempt will shortly be renewed. Congress continues their policy of dissemination of deliberately false reports and rumours, and every effort is being made by Congress by means of propaganda to stimulate anti-Government and racial feeling.

The assurance given to minorities by the Viceroy on May 13 continued to receive their warm approval which is increasing in strength as they appreciate the implication of the methods of mass action as now practised by Congress.

The conviction is growing among the Mohammedans that the civil disobedience movement is opposed to their interest and security. Labour is at present steady.

## Land Forfeited.

DEHRA DUN, May 26. On the grounds that it was being used for non-agricultural purposes, the Government has declared forfeited the land on which the United camp has been set up. This has been re-occupied by the Gandhians since the police action on May 22, when they demolished the camp and took possession of the area.

The police again raided the camp to-day, ejected the occupants and demolished the huts.

## Police Fire on Mobs.

BOMBAY, May 26. The police fired in the course of a conflict this evening with a crowd of Moslems in the Bhandi Bazaar (Moslem quarter). Eight rioters were sent to hospital with injuries.

LATER. Twenty-one were injured by bullets, of whom two succumbed, in connection with the conflict with Moslems in the Bhandi Bazaar. The trouble was caused by a European police sergeant chasing a Mohammedan hooligan who stoned the former's dog.

The crowd stoned the sergeant and then the Police Station, where the police fired in self-defence.

LATER. British troops from Colaba Barracks are being rushed to the Bhandi Bazaar, where the trouble is apparently still smouldering.

Trouble Again Breaks Out.

BOMBAY, May 27. All is quiet at Bhandi Bazaar this morning. The majority of the shops, however, remain closed.

Over 5,000 Moslems participated in yesterday's riots. Two of the injured have died in hospital.

LATER. There has been a recrudescence of trouble at Bhandi Bazaar. Seven rioters were wounded and traffic was held up for two hours. The situation was considerably eased at midday when Moslem leaders visited the district and pacified the crowd and the Police Commission had promised the deputation to withdraw the military pickets from the streets.

The rioting in the morning started by a Moslem crowd stoning the police and military. Armed police opened fire three times and a European police sergeant was accidentally shot in the arm.

The total casualties in the rioting in the Bhandi Bazaar area till 4.30 p.m. to-day are four killed and 36 injured. Twelve policemen were also injured.

ERISHERNAGAR, May 26. The police fired after fruitlessly using staves in order to disperse a crowd which gathered at Navdwip.

Police Restraint.

SIMLA, May 26. "Far from acting with unnecessary vigour, the Police have shown marked restraint under conditions of the utmost difficulty."

This is a passage in a letter from Nathkurum, who recently resigned from the Assembly and accused the Police of perpetration of brutality.

Cotton Boycott.

BOMBAY, May 26. Apparently unofficially, it has been decided among local Indian brokers not to deal with European firms in cotton futures.

## WORLD ENGINEERS' CONFERENCE.

JAPANESE DELEGATES FOR BERLIN.

[THROUGH REUTER'S AGENCY.]

TOKYO, May 27. One hundred and ten of Japan's greatest engineers will leave Tokyo and Osaka to-morrow for Berlin, where they will attend the Second World Power Conference, to be held from June 15 to 25.

The Japanese engineers will travel by way of Siberia and Russia, and several of them are tentatively scheduled to give lectures on engineering to Soviet audiences en route.

The party will be headed by Viscount Kyosiro Inouye, and will include such noted figures as Dr. Masao Kamo, of Tokyo Imperial University, who was recently decorated by the American Society of Engineers; Baron Chusaburo Shiba, and Dr. Masayoshi Tsutsumi, President of the Osaka Polytechnical University.

The Japanese Navy will be represented at the Conference by six technical experts, and the Imperial Government Railways by Mr. J. Matsunawa, head of the Research Bureau. The Communications Ministry is sending Mr. K. Inada, chief of its Engineering Affairs Bureau, and the Foreign Office will be represented by the Commercial Attaché of the Japanese Embassy at Berlin.

News has been received here that the German Government will decorate Baron Kimitate Furuchi and recommend Baron Shiba for honorary life membership in the Board of Trustees of the Munich Museum.

Dr. Kamo, as vice-chairman of the conference, is to make a speech on the opening day.

After the conference the Japanese delegates will divide into seven parties which will tour Europe and study the latest engineering methods.

## MOTOR CYCLING TROPHY.

SINGAPORE RIDER IS FIRST CASUALTY.

THE CREAM OF RIDERS AND MACHINES.

[THROUGH REUTER'S AGENCY.]

LONDON, May 27. Britain's predominance in motor-cycling will be keenly challenged in the forthcoming tourist trophy races over the tricky course in the Isle of Man. There are unprecedented entries with the cream of riders and machines.

Practice is already in full-swing and there has been a casualty. Petrie from Singapore, who was found unconscious beside his machine on that treacherous spot "windy corner."

Meanwhile manufacturers are advertising for a suitable road on which to test a supercharged motorcycle, specially designed to regain the world's two-wheel record recently achieved by the German Henne at 132 miles per hour.

## H.M. INDISPOSED.

SUFFERING FROM RHEUMATISM.

[THROUGH REUTER'S AGENCY.]

LONDON, May 27. It is officially announced that the King has for some days been suffering from painful though localised rheumatism in the right hip. He has been advised not to attend courts to-night and to-morrow but hopes to be able to fulfil engagements later in the week. It is learned that the trouble is not serious and is not connected with his recent illness.

## IMPERIAL ECONOMIC UNITY.

"FAMILY FIRST: OUTSIDERS NEXT."

[THROUGH REUTER'S AGENCY.]

LONDON, May 26. Pleas for Imperial economic unity in preference to entering into European commitments were voiced at the Congress of the Empire Chambers of Commerce.

In his presidential address, Lord Iveagh referred to the possibility of a European Custom Union and said the Congress would devote the bulk of the time to a discussion of the aim of unifying the economic structure of the British Empire.

Lord Melchett denounced the doctrine of "Let the family come first and outsiders next."

## TENSE SITUATION IN RANGOON.

POLICE FIRE ON RIOTERS.

HEAVY CASUALTIES.

[THROUGH REUTER'S AGENCY.]

RANGOON, May 27. There were several serious collisions this morning between Indians and Burmans. Military police opened fire and several Indians were injured.

All is quiet at present but the atmosphere is most tense. The casualty figures at midday were 350 treated in hospital as inpatients and 420 as outpatients. The exact number of dead cannot be ascertained. The city is desolate; the mills are silent and the bazaars and shops are closed.

Only a few offices are open, the staffs working behind locked doors. Military police, British and Indian troops are stationed at danger spots, and the police and special constabulary, consisting of European civilian volunteers armed with rifles, are patrolling the streets. All the nurses and doctors have been requisitioned for special duty in hospitals.

Attacks on Chinese Coolies.

RANGOON, May 26. Ten people were killed and 250 injured in communal rioting which broke out here to-day after brewing over the week-end. Striking dock workers resented Chinese loading ships and a serious outbreak occurred.

Burmese, armed with lethal weapons and led by priests through the streets hunting out and slaughtering whom they metlessly belaboured.

Two European Police officers were slightly injured in the disturbance. The bazaars and shops are closed. Burmese newspaper offices have been attacked and shipping is at a standstill.

It is now estimated that 28 people were killed in yesterday's riots.

Hospital reports show that 278 indoor and 300 outdoor patients have been treated.

The casualties are mostly Andhras.

The situation is now under control. Apart from those mentioned, it is estimated that a hundred received treatment elsewhere than in hospital. A few Anglo-Indians are among those injured.

Damaging attacks on Burmese newspaper offices, including that of The Sun, were made by Andhras.

The trouble originated through some Burmese coolies' resentment at becoming unemployed, owing to the settlement of a recent shipping coolies' strike resulting in the Andhras resuming work.

## IMPORTANT PROHIBITION RULING.

BUYER CANNOT BE PROSECUTED.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 26. One of the most important decisions in the history of prohibition was made in the Supreme Court which ruled that a person who buys bootleg liquor cannot, in ordinary circumstances, be prosecuted.

The Court, however, acceded to the request made by the State Department in January and ruled that buyers of bootleg liquor, who are aware that for its delivery illegal transportation will be necessary and who on trial plead not guilty, shall be liable to prosecution on a charge of conspiracy to violate the prohibition laws.

## U.S. AND NAVAL TREATY.

SPECIAL SESSION OF CONGRESS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 23. Congressional leaders have decided that the London Naval Treaty be left for consideration by the special session of Congress.

It is expected that President Hoover will convene this for about the middle of June.

## Canada Approves.

OTTAWA, May 26. The House of Commons has unanimously approved the London Naval Treaty.

## ZEPPELIN RETURNS TO PERNAMBUCO.

[THROUGH REUTER'S AGENCY.]

PERNAMBUCO, May 26. The Graf Zeppelin, which yesterday flew to Rio de Janeiro and then set off again for Cuba, has returned.

## NORTHERN GAINS REPORTED.

20,000 PRISONERS CAPTURED.

[THROUGH REUTER'S AGENCY.]

PEKING, May 27. The Third Army officially claims to have captured, on May 24, 20,000 of the Nanking forces.

Fighting is apparently proceeding in North Shantung in the vicinity of Yucheng which both sides claim to occupy. The Northerners claim that Fu Tso Yi has advanced from Yucheng to the bank of the Yellow River.

## "WET" SWATOW.

INCREASED WINE.

ONE WAY OF DROWNING LIFE'S LITTLE ILLS.

According to the Chinese Press, the amount of wine consumed by the people of Swatow has shown a considerable increase. The population are especially fond of Tientsin wine, which represents over 50 per cent. of the portions consumed. About 30 per cent. is locally brewed wine, and 20 per cent. imported.

The total amount of wine consumed in Swatow is said to be very large. According to statistics compiled by the Taxation Bureau there, over 130,000 jars of wine, valued at about \$2,000,000, are imported from Tientsin alone every year. This year, the consumption of wine has shown an increase, and since last month, over 30,000 jars of Tientsin wine have been imported.

A Chinese paper recalls a native proverb to the effect that a drop of wine relieves a thousand sorrows. Perhaps the people of Swatow are so distressed by the latter-day struggle for existence, that they have to resort to drinking to drown their sorrows.

LATER. It is now estimated that 28 people were killed in yesterday's riots.

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Following the capture of Wanghsien, Wingham and other districts along the upper West River, Brigadier General Li Chen Kau of the 59th Division entered Nanning, the Kwangsi capital, on the 21st. The 8th Route Army has been appointed Defence Commissioner and, concurrently, Director of the Bureau of Public Safety at Nanning for the maintenance of peace, and order there. General Lui Woon Yim, Vice-C.I.C. of the 8th Route Army, has sent his men to take over the various departments.

The flight of the Ironside-Kwangsi remnants to Hunan terminates the Kwangsi war. There is hardly any trace of rebel troops within the province, where the garrison duties of the northern and western sectors had been handed over to the local militia at the time of the local insurrection. Since then, the commanders of the local militia have been wired to General Lui Woon Yim, Vice-C.I.C. of the 8th Route Army, to send them regular troops. Practically, the whole of Kwangsi Province is now in the hands of the loyal forces, who do not expect to meet any opposition when taking over those cities, formerly occupied by the rebels.

Rehabilitation.

With the conclusion of the military situation, there now arises the question of rehabilitation. General Li Yi of the 8th Route Army has been appointed Pacification Commissioner of the Posh and Langchow region for the disbandment and recruitment of the rebel troops, who were left behind by the main body of the Ironsides, and Kwangsi-ites, and some of whom were not willing to treat with the rebels. In order to prevent such disorganised remnants from becoming guerrillas, it becomes necessary to re-enlist these scattered elements.

According to Mr. Yang Yuen Kung, a member of the Kwangsi Provincial Committee, General Lui Woon Yim, chairman of Kwangsi, has made all preparations to organize on July 1 the Kwangsi Provincial Government, and simultaneously to inaugurate the departments of Civil Affairs and Finance, pending further instructions from the Central Government, relative to the appointments of departmental commissioners and other officials. Prior to the inauguration of the Provincial Government, the civil affairs will, however, be taken charge of by the Commander-in-Chief, Chan Chai Tong, under order of the State Council. For the present, General Lui Woon Yim will submit a daily report by wire to the C.I.C. regarding the political movements in Kwangsi for the latter's personal and approval.

Canton News Agency.

## FOREIGN WHARVES AT KONGMOON.

THREAT BY LOCAL GOVERNMENT.

A.P.C., SOCONY AND CANADIAN MISSION.

[FROM OUR OWN CORRESPONDENT.]

CANTON, May 27. The Kongmoon Municipal Government is greatly perturbed over the wharves at Pakkai of the Standard Oil Company of New York, the Asiatic Petroleum Company and the Yan Tai Hospital which is affiliated with the United Church of Canada. It considers that these wharves were built without a proper permit, and they are therefore illegal and should be torn down. The foreign firms concerned have been notified that they must remove their wharves before June, and if they are not removed by that time, the Municipal authorities will tear them down whether their foreign owners like it or not.

The following is a free translation of the notification to the foreign firms concerned:—

Pakkai and its shore along the river are an integral part of Kongmoon and therefore come under the jurisdiction of the Municipality. No person, foreign or Chinese, is allowed to encroach upon any part of the land or shore. It is true that the Sunning Railway has built several wharves close to its terminus, but that was done through special agreement with the Government, but the arbitrary construction of wharves by the Standard Oil Company of New York, the Asiatic Petroleum Company, and the United Church of Canada at their respective waterfronts constitutes a case of encroachment which cannot be tolerated. These foreign firms must tear down these wharves within this month. If this is not done within the time allotted, the Municipal Government, through its Bureau of Public Works, will be forced to do it for them. The materials will be sold to compensate for the expenses thus incurred. The Government is planning to fix and beautify the entire waterfront and the removal of these wharves is necessary."

Following the dismissal of twenty-seven students for disobedience, the entire student body of the Kwangsi Institute of Technology is again at loggerheads with the educational authorities. The students of the Institute proceeded en bloc to the Canton Kuomintang to solicit its help in their demand for the unconditional reinstatement of their fellow students. They demanded the dismissal of the Professor of Civil Engineering, Mr. Chang Kong Yat, branding him as incompetent to teach them. The matter is being brought to the attention of the Department of Education.

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# Sports News

## GOLF NOTES.

### DEEP WATER BAY.

[By "WRYNECK"]

On the whole, the new method of working the starting list seems to be giving satisfaction. At any rate, the hard working business man who dashes over for a snappy 9 holes before the light fails, no longer has to give precedence to bank managers and brokers embarking on their third or fourth round, in the course of which they cogitate on the T.T. rate at which, on the morrow, we shall have to buy the wherewithal to keep the wolf from the door of our numerous progeny schooling at home!

### The English Close, Championship.

This championship was held this year at Burnham-on-Sea and was preceded by the County Championship, which was won by Lancashire, Surrey being a close second.

Fourteen teams, each consisting of four players, entered and, as always, it was a very pleasant meeting.

Lancashire can always put a strong team into the field and, with the popularity of golf in the County and the numerous courses along the coast to Southport, they have a large field on which to draw. In the County Championship, Sutton, last year's winner, appears to have reproduced his form and reached fifth round along with such other well-known players as Layton, Bourne and Cave.

His success has given further rise to comments on his non-inclusion in the Walker Cup team.

Burnham-on-Sea lies to the south of Weston super Mare and is a most delightful course well worth a visit for anyone spending part of their leave in that part of the country.

Most of the holes lie amongst the undulating dunes close to the sea shore, and practically every hole is an isolated unit. In only a few cases can you see a hole other than the one you are playing. Consequently there is always a surprise around the next corner.

I spent a holiday in that district in 1929 and always remember one hole in particular. Somewhere about the 15th there is a short hole about 130 yards, played from about 50 feet above onto a small green with a steep bank down to the green on the right and some wicked rushes on the left, so that, in spite of the shortness, it required a really good shot to stop on the green.

On the same trip we visited Westward Ho, with Saunton across the Bay, and then slipped across to Budleigh Salterton, another delightful holiday course.

### The U.S. Women Golfers.

The invaders lost no time in starting practice. It was arranged that the boat train from Southampton should drop them at Woking, from where they dashed straight onto the course at Sunningdale.

Miss Helen Hicks, one of the "Big Four," seems to have captivated the public imagination, both by her charming personality and by the way she lives up to her hard hitting reputation.

It is reported that she was on the edge of the 3rd green, 333 yards, from the tee and at the first 492 yards, she was ten yards short with a drive and a spoon from a cupped lie. Competent judges affirm that her length is inferior to no other women. Cecil Leitch and Joyce Wethered included.

Miss Mollie Gourlay and Miss Glenna Collett appear to have had a great match, the golf being of a very high standard, judging by the fact that with only one day's practice, Miss Collett was round in 75 from the men's medal tees and Miss Gourlay in the same figure being out in 30 and home in 38.

Miss McCulloch accounted for Miss Hicks, and Miss Fishwick, after a shaky performance in the fouromes, won her match by a substantial margin, thereby apparently recovering her confidence by the time the women's championship arrived.

Ladies may be interested to know that the Americans favoured a shade of blue, while brown or grey was the prevailing colour in the British ranks, although Miss Gourlay wore a green coat and hat. Mrs. Milla (America) had a striking colour scheme—orange coat, a white skirt and diamond check

## AUSTRALIAN-SURREY MATCH ABANDONED.

[THROUGH REUTER'S AGENCY.]

London, May 27.—The match between Surrey and the Australians was abandoned owing to rain.

## LEAGUE TENNIS.

### ANOTHER LARGE NUMBER OF FIXTURES.

Another large programme of matches is down for decision this afternoon, and at the time of writing, the weather looks as if it would hold good, but the local weather is so changeable that one does not dare more than hope for the best.

The Indian Recreation Club are making their initial appearance in the mixed doubles competition, and it will be interesting to see how they will shape.

### To-day's Fixtures.

The full list of fixtures for to-day is appended:—  
**"B" Division.**  
 E.Y.M.C.A. v. M.B.K.  
 S.C.A.A. v. R.C.C.  
 C.R.C. v. H.K.C.C.  
 V.S.R.C. v. N.C.  
 C.C.C. v. R.E.S.C.  
 C.S.C.C. v. I.R.C.  
 H.K.U.T.C. v. K.C.C.  
**"C" Division.**  
 N.C. v. G.T.C.  
 R.C.C. v. F.C.  
 C.R.C. v. S.C.A.A.  
 R.C.C. v. H.K.U.T.C.  
 I.R.C. v. C.S.C.C.  
 K.I.T.C. v. H.K.C.C.  
**Mixed Doubles.**  
 I.R.C. v. L.R.C.

### CHAMORRO BALL TEAM PASS THROUGH.

### FRIENDLY GAME WITH HELENA.

There was a friendly baseball game on Monday between a team from Guam and the U.S.S. Helena at Caroline Hill, and a very enjoyable match ended in a win for the Islanders by 13 runs to 4. The team arrived here by the s.s. Gold Star, and a prominent passenger on board the vessel is Governor Willis W. Bradley of Guam. The ship left shortly after 6 p.m. yesterday for Manila.

The Chamorros played good baseball, their fielding being very smart, while the team had more than one hefty hitter. A lot of baseball is played in Guam and there they nearly always have a five-team league—two native sides and three from the Services. Although Guam is not a very well-known spot, the natives play good baseball there and, as regards the team that visited us, three or four of the players were even bigger and better than "Big Ben" Zafra, the Filipino catcher. The game is very popular in this little island, and the principal games are played in the plaza of the capital, Agaña. On one side of the diamond is the Governor's palace and garden, and there is a twelve-foot wall around this garden. It is, however, no uncommon thing for the lusty batters of the Chamorro teams to lift the ball over this wall, which is a good distance away from the diamond.

The Chamorro, as the native of Guam is called, is a mixture of many races—Moro, Filipino, Malay and others. Old utensils and ruins found on the island indicate that it was first peopled by Polynesians, the same race that now inhabits the Hawaiian and Society Islands, and this theory is borne out by the large stature and fine appearance of many of the Chamorros to be found in the interior of the island. The general appearance, however, bears a close resemblance to the Filipinos.

### LOSS TO LOCAL BASEBALL.

### "BILL" BURRELL LEAVING SHORTLY.

While his many friends will congratulate him on his promotion, they will be also sorry to hear that "Bill" Burrell, of the American Asiatic Underwriters, will be shortly leaving for the Straits Settlements, where he will have charge of the Asia Life Insurance Company as well as the American Asiatic Underwriters. In addition to the Straits Settlements, Mr. Burrell will be also in charge of the F.M.S. and Dutch East Indies territory, and will, in the course of his duties, have to do a lot of travelling.

Mr. Burrell recently accepted the post as hon. secretary of the Hong Kong Baseball Association, but in view of his transfer, had to send in his resignation. Followers of the game know what a lot "Big Bill" has done towards the cause of furthering the interests of the ball game in the Colony, and for the past few years he has been one of the mainstays of the Hong Kong Baseball Club outfit, taking up the position behind the bat at times, while at others he had charge of the initial sack. In addition, he

once remarked that he was "built more for comfort than for speed," he has featured regularly in the list of local home-run kings. The exact date of Mr. Burrell's departure has not yet been fixed, but we have been informed that he will be here for yet another three weeks. His friends will wish him good luck in his new sphere of work.

## Lawn Bowls.

### NOTES ON LAST WEEK'S MATCHES.

### TWO GAMES WITH CLOSE FINISHES.

[By "BACK WOOD."]

Lawn bowls matches last Saturday received serious interference at the hands of the Weather Clerk, who commenced the attack at about the time now known as the tea interval. The result was that two games in each division had to be left over for continuation at a later date. Hong Kong grounds received more of the rain than the other side of the harbour. The only game which was played to a finish here was the junior fixture at North Point between the Electricians and Talkoo. At one time, hope of continuing the matches in Kowloon was abandoned, but the rain eventually ceased to enable all the three matches to be completed in due light at the close.

Taking the games which were partly completed, the Police gave a better account of themselves when they crossed over to Craigengower. They managed to hold on to the champions and were only eleven shots down all round. The home rinks all have the advantage, but the difference is so small as to make the champions watch their friends closely when they resume the game. Talkoo seniors, at home, established a lead of 21 shots, in their partly completed game with Kowloon C.C. Skips Wallace and Wethered are well up on the visitors. Ferguson's rink is down by six shots to Fraser's team.

Civil Service juniors are well on the way to recording their fourth successive victory. In receiving their Valley colleagues, all the home rinks had the upper hand at the uncompleted stage and were leading by 26 shots. The Yacht Club, at home had a slight gain on the Kowloon Bowling Green Club, but they lost it when the game was resumed on Monday. The visitors won by eight shots, thanks to, a gain on two rinks. Davidson's rink lost for the first time by seven shots. This rink had been successful in their three previous efforts and held a majority of 52 shots—90 shots for and 38 against. Roylance's rink has now taken part in four matches and won every one of them. The position here is 43 shots up—103 for and 60 against. These two rinks have been the main stay of the Kowloon team in winning all their four matches.

The two senior league games which were completed in Kowloon were both decided in the darkness, with excited spectators and players crowding round to see which way the points would go. In the match between Civil Service and the Bowling Green, Grimmer's rink gained a lead of ten shots in the early part of the game, but when the 12th head was finished, Gray's rink had crept up to within a single shot, 14-15. However, the Valley rink broke away again with a four and pair of two's to win by eight shots. On the other side, Holland's rink held the advantage on Brawn's team by 21-12 with two heads to go. Brawn then succeeded in getting five and gave two shots away to lose by only eight shots. These two rinks were, therefore, all square.

Meanwhile a merry tussle was going on in the middle rink between Moss and Whibley, and the finish proved very exciting. Whibley had a lead of 19-21 after 15 heads, but Moss pulled up with a three and a single to reduce the difference to two shots, 18-20, in the penultimate head. After McTavish, playing number three for the home rink, had placed his woods in the neighbourhood of the jack to provide two counters, Moss came down with a heavy wood to drive the jack over the side line to burn the head. In the replay, the home rink were again the closest to the jack, but Moss had another share of luck in being able to carry the jack away to count three for his side—just one shot more to win.

A mighty effort was made by Skip Johnston to win the match for Kowloon Dock at King's Park, but Club de Recreio were not to be denied their rights. When the rain put a temporary stop to play, the home team were leading by 13 shots. They were 26 up on two rinks while the third had fallen. The position then was Ribeiro for Kowloon, 4-17, for eleven, 12 and 13 heads respectively. On the heavy green the home players were gradually losing their advantage. In their third effort, after the resumption, Marques scored a five, but it was not long before Capoley felled it with a four, and Croxson with a six. They shared the lead with two heads with three shots, but two heads with three shots (Continued on next column.)

## BOBBY JONES' FINE EXHIBITION.

### EXCITING GAMES AT ST. ANDREW'S. HOLES FROM BUNKER.

[THROUGH REUTER'S AGENCY.]

LONDON, May 26.

Bobby Jones gave a thrilling display of golf at St. Andrew's to-day when he was opposed to Roper in the first round of the Amateur Golf Championship. There was a record entry of 279 and play to-day was continued through a heavy mist.

Bobby Jones was followed by a huge gallery and he obliged with some thrilling golf against the young Nottingham player, Roper. At the first hole he played his second shot with a mashie and put his ball a yard from the pin, going down in three. At the third he got into a bunker from the tee. He holed out, however, with a deep-faced mashie, a distance of a hundred and sixty pards, for a two and a tumble of applause.

He got another three at the seventh hole and turned round two holes to the good.

At the dreaded "Aden" hole he put his tee shot two feet from the hole and went down in two.

Bobby Jones' card was as follows:—  
 Out ..... 3 4 3 2 4 3 5 5 4 = 33  
 Home ..... 4 2 3 5 5 4 4 = 27  
 Whereas Bobby Jones did the 18 holes in 60, Roper took 63, good enough to beat an ordinary first class golfer.

Tolley was three down at the eleventh hole to Captain Moxon, but he then took four holes in a row and beat Captain Moxon two up.

Bookless, Tolley's conqueror on Saturday, was beaten at the nineteenth hole by Captain Jobson, the ex-Army champion.

All the above had byes in the second round, likewise McLelland of Johannesburg, who was beaten by the Royal and Ancient Captain, Lieutenant-Colonel Skene by 5 and 3. Several Americans were beaten in the first round but the results were of no importance.

### Final Victory for Young Scot.

LONDON, May 27.  
 There was a further American reverse when the 23-year-old Scot, W. Spark of Montrose, defeated Willing (America) by 2 and 1.  
 D. Fiddian, in his first British Championship playing excellent golf, beat Bourn the English champion by 2 and 1.  
 Wethered beat Mathieson, the young Oxonian, by 5 and 3.

each. In the middle rink, Luz was unable to prevent six shots going to Gray in the 17th head, which left him with a shortage of eight shots, and the position was the same in the end. Taken together, the two home rinks were down by nine shots.

As in the other match commented on above, Skips Ribeiro and Johnston had to decide the issue. At the end of the 18th head, when the position on the other two rinks was known, Ribeiro was leading 25-12, or four shots up for the home team all round. Johnston's rink took the matter to heads with a single and two, leaving the Dock only one shot behind and the last head to go. On a fairly full head, the three Recreio players made their supporters gasp by each of them wasting his first wood in the gutter. The Dock then counted the shot a yard in front of the jack with three others behind. All eyes were turned on Lopes, the home number three, who came with a smile to steal the shot by about an inch. The wood came on the fore-hand and lay beside the other which had so far provided a problem. Johnston failed to effect a clearance, while Ribeiro partly succeeded in closing the track. Johnston's last wood narrowly missed the charmed wood and instead took his away. Recreio thus secured one shot to win by a total of two shots.

In the junior section, Club de Recreio again romped home with a comfortable victory over the Kowloon C.C. It is difficult to understand the wavering form of some of the teams. Civil Service seconds and the Yacht Club beat Recreio one after the other, and the latter went to Talkoo to record a smashing victory. On top of it they beat Kowloon C.C., who had, in turn, accounted for Craigengower and the Electric R.C., the latter by a very heavy margin. Recreio won this time by 19 shots, two rinks being very prominent in the victory. The Electricians beat Talkoo by 41 shots. A feature of this game was that Munkett's rink won by 31 shots, while the opposing rink had to be satisfied with four singles.

## CHINA SCORES AT SOCCER.

### PHILIPPINES BEATEN IN OLYMPIAD. HONG KONG WELL REPRESENTED.

[THROUGH REUTER'S AGENCY.]

Tokyo, May 27.

In the Far East Olympiad, in soccer, China, represented by South China, beat the Philippines by 5-0.

Altogether 15 football stars from the South China team, of which seven were selected from Shanghai, one from Canton, while the rest are from Hong Kong. The one from Canton is Chen Kwang Yiu who represents the Ling Nam College.

The name of the Hong Kong players are as follows:—  
 Liang Yin Cheng, Lee Tin Seng, Lea Wei Fan, Cho Kwei Shing and Wong Shui Wah (Chinese Athletic Association), Yip Pak Wah and Lee Kin Seng (South China Athletic Association).

### Japanese Superior in Tennis.

In the tennis, Sato (Japan) beat Lum (China) 6-4, 6-0, 6-2.

Nunoi was leading Khoo 10-8, 6-3, 1-0, when Khoo defaulted, suffering from cramp.

In the women's tennis Miss Takiguchi beat Miss Lucy Lee 7-5, 6-4. In the match in which Miss Kobayashi was leading Miss Gloria Lee 4-0, was postponed on account of rain.

## MONGOLIA, TIBET, AND NANKING.

### INDEPENDENT NEGOTIATION FORBIDDEN.

The Mongolian and Tibetan Affairs Conference was formally opened in Nanking last week, over 40 delegates from Mongolia and Tibet being present under the chairmanship of Mr. Li Pei Tien. In the course of his opening address, Mr. Li said that the conference was very important because all policies concerning the internal affairs of Mongolia and Tibet were to be decided upon. Mr. Li asked those present to submit opinions in writing.

The first meeting of the conference was then held at which questions relating to reconstruction in Mongolia and Tibet, telegraphic and wireless communications between Mongolia and Tibet by aeroplanes, etc., were discussed.

On the same day, says the *N.Y. Daily News*, a message was issued by the Waichinopu to the "brethren of Mongolia and Tibet," saying that, according to the stipulations of the Sino-Russian Agreement of 1924, Russia recognized Outer Mongolia as part of China's territory and, therefore, Russians enjoyed no special privileges in Outer Mongolia at present. The message called upon the "brethren of Mongolia and Tibet," particularly those of Outer Mongolia, not to be misled by foreigners, but to support the Central Government in bringing about diplomatic unification. The Governments in Mongolia and Tibet have no right, says the message, to open direct negotiations with any foreign Powers, such right being vested in the Central Government.

## TRAFFIC SUMMONSES.

### NEGLIGENT DRIVING ON THE PEAK ROAD.

Mr. T. H. King, Acting Inspector General of Police, summoned a Chinese public vehicle driver for negligent driving on the Peak Road before Mr. R. E. Lindsell at Central Magistrate.

Mr. King said that he was proceeding in his car up Stubbs Road when the defendant's car came around a bend below the Peak Church at a high speed and on the wrong side of the road. He had to pull his car sharply into the side of the road to avoid a collision. A fine of \$30 was imposed.

### Leather Driver Fined.

Mr. King also prosecuted in a case against a learner driver of a motor lorry for driving outside the area of the provisions of his learner's license.

Mr. King said that he left his car on the side of the road near Dairy Farm Hill on the Pokfulam Road. The defendant, who was driving the lorry, attempted to pass an approaching bus but lost his head and ran into the rear of Mr. King's car.

The driver was fined \$10 for the offence, and a further \$15 on a second count of failing to notify a change of address.

### Warder Also Fined.

Warder Dodders, of the Victoria Gaol, was also summoned for driving a car on Kennedy Road without a special permit from the police, and with failing to produce his license.

Mr. W. Kent, A.S.P., said that the defendant had been given a permit to drive his motor cycle combination, but since then he had had two different cars for which he had not troubled to obtain permits. The defendant was cautioned for this offence but fined \$5 on the charge of failing to produce his license.

### Special Privilege?

A Chinese lorry driver who was also summoned for driving on Kennedy Road without a permit, stated that he had special consideration because his employers were Government contractors. Mr. Kent pointed out that the defendant would have been granted a permit if he had applied for one. A fine of \$10 was imposed.

## SOME NEW WORLD RECORDS ACCEPTED.

[UNITED PRESS.]

New York, May 26.—The International Athletic Federation met to-day and adopted several world records, but did not act on any of the several claims for new records in the 100-yard dash.

The Philippines and Bolivia were admitted to membership in the federation.



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## "DOG'S HEAD"

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The following doctor's letter is published by special permission:—

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"I am a doctor who has seen much loathing for food, Guinness is a useful ally, and I have never seen anything but benefit from it in others. I have proved it myself."

—M.R.O.S.



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## INTIMATIONS.

UNION INSURANCE SOCIETY  
OF CANTON, LTD.

(Incorporated in Hong Kong.)

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be held at the HEAD OFFICE, UNION BUILDING, Hong Kong, on FRIDAY, 30th MAY, 1930, at 11 O'clock A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1929, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 12th MAY to 30th MAY, Both Days inclusive.

By Order of the Board,

PAUL LAUDER,

General Manager.

Hong Kong, 5th May, 1930. [9390]

THE CHINA FIRE INSURANCE  
COMPANY, LTD.

(Incorporated in Hong Kong.)

## NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the SIXTY-FIRST ORDINARY YEARLY MEETING of the Company will be held at its HEAD OFFICE, UNION BUILDING, Hong Kong, on FRIDAY, 30th MAY, 1930, at 11.15 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1929, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 12th MAY to 30th MAY, Both Days inclusive.

By Order of the Board,

PAUL LAUDER,

General Manager.

Hong Kong, 5th May, 1930. [9391]

BRITISH TRADERS' INSURANCE  
CO., LTD.

(Incorporated in Hong Kong.)

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its HEAD OFFICE, UNION BUILDING, Hong Kong, on FRIDAY, 30th MAY, 1930, at 11.20 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1929, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 12th MAY to 30th MAY, Both Days inclusive.

By Order of the Board,

PAUL LAUDER,

General Manager.

Hong Kong, 5th May, 1930. [9392]

## NOTICE.

PEACE MEMORIAL  
SCHOLARSHIPS.

## CHANGE OF EXAMINATION.

BY virtue of the powers conferred on them in Article 4 of the Trust Deed, the Trustees of the Peace Memorial Scholarships have made arrangements whereby the examination for these Scholarships shall henceforward be the School Certificate Examination of the University of Cambridge. The Examination Syndicate of Cambridge University has undertaken to make the recommendations for the award of the Scholarships on the result of the School Certificate Examination to be held in DECEMBER, 1930.

The List of Examination subjects to be taken by candidates eligible for the Scholarships of which THREE will be completed for, in DECEMBER, 1930, is as follows—Compulsory.

- Group I.  
Subject 2. English.  
4. Geography.  
Group II.  
5. Latin together with one other language.  
Group III.  
12. Elementary Mathematics. Together with two of the following.  
Subject 13. Additional Mathematics. Papers I, II and III.  
14. Chemistry.  
15. Physics.  
16. Botany.

Candidates for these Scholarships are required to fill in a Special Application Form in addition to the usual Examination Entry Form. The necessary forms and any further information with reference to these Scholarships may be obtained from the Local Secretary, Cambridge Examination Syndicate, 10, Queen's Road, Hong Kong.

H. M. ARNOLD,

S. M. EDWARDS,

Trustees, Peace Memorial Scholarships.

COUNCIL CHAMBERS,

Shanghai, December 3, 1929. [9400]

## INTIMATIONS.

## HONG KONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONG KONG JOCKEY CLUB will be held at the CLUB HOUSE, HAPPY VALLEY, Victoria, in the Colony of Hong Kong, on WEDNESDAY the 4th DAY of JUNE, 1930, immediately after the HALF YEARLY MEETING of the VOTING MEMBERS, for the purpose of considering, and if thought fit, passing the following resolution—

"That the present unincorporated Members Club known as the HONG KONG JOCKEY CLUB be incorporated and registered in Hong Kong under the Hong Kong Companies Ordinance as a Company limited by guarantee and that the name of such Company shall be the HONG KONG JOCKEY CLUB and that the draft Memorandum and Articles of Association contained in the printed documents submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof be approved and adopted as the Memorandum and Articles of Association of the Club as incorporated and that the same be subscribed by the existing Stewards of the HONG KONG JOCKEY CLUB and registered as such and that the Company be registered without the addition of the word Limited to its name as being an association which intends to apply its profits in promoting its objects and which prohibits the payment of any dividend to its Members and that the existing Stewards of the HONG KONG JOCKEY CLUB do forthwith after the incorporation and registration of the said Company transfer and assign all the property, effects, benefits and liabilities of the present unincorporated HONG KONG JOCKEY CLUB to the Company so incorporated and registered."

And NOTICE IS HEREBY ALSO GIVEN that a Further EXTRAORDINARY GENERAL MEETING of the HONG KONG JOCKEY CLUB will be held at the same place on MONDAY, the 23rd DAY of JUNE, 1930, at 5.30 O'clock in the afternoon, for the purpose of receiving a Report of the Proceedings of the above mentioned Meeting and of confirming, if thought fit, the above mentioned resolution.

Copies of the proposed Memorandum and Articles of Association are open to the inspection of Members and can be seen during the usual Business Hours at the Office of the Secretary, Mr. C. B. BROWN, Messrs. LINTWALD & DAVID, Alexandra Buildings, Hong Kong, and at the Office of Messrs. DEACONS, 1, Des Voeux Road Central, Hong Kong, the Club's Solicitors, and at the CLUB HOUSE, HAPPY VALLEY, Hong Kong.

Dated the 21st day of May, 1930.

By Order of the STWARDS.

C. B. BROWN,

Secretary. [9403]

THE RAUB AUSTRALIAN GOLD  
MINING CO., LTD.

(Incorporated in Queensland.)

NOTICE OF DECLARATION OF  
FINAL DIVIDEND.

NOTICE IS HEREBY GIVEN that a FINAL DIVIDEND of 1s. 8d per share on account of the year ended 31st MARCH, 1930 has been declared by the Directors of the Company in Brisbane, payable to Shareholders on the Registers at BRISBANE and SINGAPORE on THURSDAY, 19th JUNE, 1930.

NOTICE IS ALSO HEREBY GIVEN that the SINGAPORE Transfer Registers will be CLOSED from THURSDAY 6th JUNE to THURSDAY 19th JUNE, 1930, both Days inclusive for the preparation of Dividend Warrants.

By Order of the Board,

DEBBICK &amp; CO.,

Chartered Accountants,

Local Secretaries.

Hongkong Bank Chambers,

Singapore, 17th May, 1930. [9405]

## HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SIXTY-SEVENTH ORDINARY MEETING to be held on SATURDAY, 7th JUNE, and on MONDAY, 9th JUNE, 1930 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUB, and CAUSEWAY BAY STABLES.

Entries to CLOSE at 12 O'clock NOON on THURSDAY, 29th MAY, 1930. [9406]

CREDIT FONCIER D'EXTREME-  
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## U.S. BASEBALL.

HEAVY SCORING BETWEEN  
DODGERS AND PHILLIES.Babe Ruth's Three Homers  
in One Game.

[UNITED PRESS.]

New York, May 20.—With fair skies smiling on big league diamonds throughout the country after the rainy weather of the last few days, seven games were played to-day although no major shifts of percentages resulted.

Neither Washington nor Philadelphia, American League leaders tied at .643 played to-day, but in the National League both the first-place Brooklyn Dodgers and their runners-up, the St. Louis Cardinals, won and increased their percentages to .586 and .587 respectively.

Herman and Lopez of the Dodgers hit home runs against Philadelphia while Klein of the Phillies likewise clouted a four-bagger, the game going to Brooklyn by a score of 16-9. The Dodgers ran up a total of 18 hits, while the Phillies got a dozen.

## The First Casualty.

Genevich of the New York Giants provided the first major casualty of the present season when he was hit by a ball which whizzed through the pitcher's box before he could recover balance from delivering the pitch. He was knocked unconscious. Physicians stitched up the wound in the scalp and he was removed to a hotel. With the bases full in the tenth inning Sister of the Braves singled and scored 2 and the Braves won by a 4 to 3 score although the Giants had 11 hits to the Braves' eight.

The Pittsburgh Pirates whitewashed the Reds at Cincinnati, 5-0, totalling 14 hits to the Reds' four with each team making one error. Slugging by Bricknell, Wanner and Comorosky won the contest.

Playing at St. Louis, the Cards overwhelmed the Cubs by a 16-to-3 score. Four errors by the Chicagoans played a part in their defeat, but the Cards out-hit them too, garnering 15 hits to the Cubs' eight.

## Babe Ruth's Bad Luck.

In the American League the Yankees beat Boston 7 to 4 in an errorless game. Gehrig walloped out another home run, while the usually mighty Babe Ruth, who seems not to have hit his stride as yet, failed to make either a hit or a score.

The St. Louis Browns, tail-enders in American League standing, turned on Detroit's Tigers and spanked them 8 to 2, running up 12 hits to the Tigers' seven. Detroit committed one error, the only one of the game.

Playing at Chicago, the Cleveland Indians won over the White Sox 7 to 5. The Indians clinched the game by bringing in three runs in the second inning and another in the third.

The following are the detailed results of to-day's games:—

AMERICAN LEAGUE.			
Clubs.	R.	H.	E.
New York	7	10	0
Boston	4	9	0
St. Louis	8	12	0
Detroit	2	7	1
Cleveland	7	10	1
Chicago	5	12	0
Others, unscheduled.			

NATIONAL LEAGUE.			
Clubs.	R.	H.	E.
Boston	4	8	0
New York	3	11	1
Brooklyn	16	18	0
Philadelphia	9	12	1
Chicago	3	8	4
St. Louis	16	18	1
Pittsburgh	5	14	1
Cincinnati	0	4	1

New York, May 21.—A throng of 22,000 cheering Philadelphia fans watched the world champion Athletics win two games against the Yankees to-day, keeping the Athletics in a tie position with the Senators for leadership of the American League. Both teams now have percentages of .667, as Washington won twice to-day also.

In the initial contest Babe Ruth, famous swatman of the Yankees, finally got into his hitting stride and walloped out three home runs in the first, third and eighth innings respectively. Chapman also hit a home run. Fox of the Athletics not only whacked a home run but he also tripled and singled, and Barnshaw fanned five men. The Athletics, profiting by three Yankee errors, took the first game 15-7, and although the Athletics made two errors in the second contest they won that 4-1.

Another double-header took place in the American circuit to-day between Boston and Washington, with the Senators taking the first game 10-2 and the second 6-1. Liska of the Senators fanned three men and walked only one. In the second game Judge of the Senators walked and singled for a total of two tallies. Boston played loosely, committing two errors in the first game and two in the second.

The St. Louis Browns went to Cleveland and nosed out the Indians 6 to 5 although making but 10 hits to the Indians' 11. The home town team committed two costly errors.

Playing at Chicago, the White Sox profited by three Detroit errors and took a 9-3 win from the Tigers, chalking up 13 hits to 10 for the Tigers.

Brooklyn kept at the top of the National League by winning again to-day, trimming the Braves 12 to 1, largely because of four errors by the Bostonians. This left the Dodgers with a percentage of .600. The St. Louis Cards run next with .581, followed by the Giants with .552 and Pittsburgh with .538.

The Cardinals won from Cincinnati to-day 3 to 2, with Douthett whacking a triple and Gilbert, Frisch and Wilson doubling. Hallahan fanned six men and the Reds made but five hits.

Playing at New York, the Giants turned 11 hits into 11 runs while the Phillies made but four runs on eight hits. Each team made one error.

Pittsburgh's Pirates cleared up the Chicago Cubs readily by a 10-3 score, getting 12 hits to Chicago's eight and with each team committing one error.

The following are the detailed results of to-day's games:—

AMERICAN LEAGUE.			
Clubs.	R.	H.	E.
Boston	2	7	3
Washington (first game)	10	18	2
Boston	1	6	2
Washington (second game)	6	11	0
New York	7	12	3
Philadelphia (first game)	15	14	0
New York	1	5	0
Philadelphia (second game)	4	9	2
St. Louis	6	10	0
Cleveland	5	11	2
Detroit	3	10	3
Chicago	9	13	1

NATIONAL LEAGUE.			
Clubs.	R.	H.	E.
Brooklyn	12	13	0
Boston	1	10	4
Philadelphia	4	8	4
New York	11	11	1
Cincinnati	2	6	1
St. Louis	3	10	0
Chicago	3	8	1
Pittsburgh	10	12	1

(Second game of double-header yesterday, received too late for inclusion.)

AMERICAN LEAGUE.			
Clubs.	R.	H.	E.
Cleveland	7	13	1
Chicago	3	11	3

## Standings.

AMERICAN LEAGUE.			
Clubs.	Won	Lost	Pct.
Washington	20	10	.667
Philadelphia	20	10	.667
Cleveland	17	13	.567
New York	14	14	.500
Chicago	12	15	.444
St. Louis	12	18	.400
Boston	12	19	.387
Detroit	12	20	.375

NATIONAL LEAGUE.			
Clubs.	Won	Lost	Pct.
Brooklyn	18	12	.600
St. Louis	18	13	.581
New York	18	13	.582
Pittsburgh	14	12	.538
Philadelphia	17	16	.513
Boston	13	18	.448
Cincinnati	12	17	.414
Philadelphia	9	19	.326

TO-DAY'S WIRELESS  
PROGRAMME.BROADCAST BY Z.B.W. ON  
355 METRES.

11 to 11.30 a.m.—Commercial News.

11.30 a.m. to 12.30 p.m.—Chinese programme.

12.30 to 2 p.m.—Programme of Victor records supplied by Messrs. Tang Fook Piano Company.

2 to 7 p.m. Chinese programme.

7 to 8 p.m.—Dance programme (Victor records).

7 p.m.—When The Little Red Roses Get The Blues For You—Fox Trot and Sing A Little Theme Song—Fox Trot.

(Al Dubin-Joe Burke), George Olsen and His Music, Vocal refrain by Fran Frey.

7.00 p.m.—Louisiana Moon—Waltz (Walter Donaldson) and "Alone With My Dreams—Fox Trot" (Gus Kahn-Harry Archer), Nat Shilkret and the Victor Orchestra.

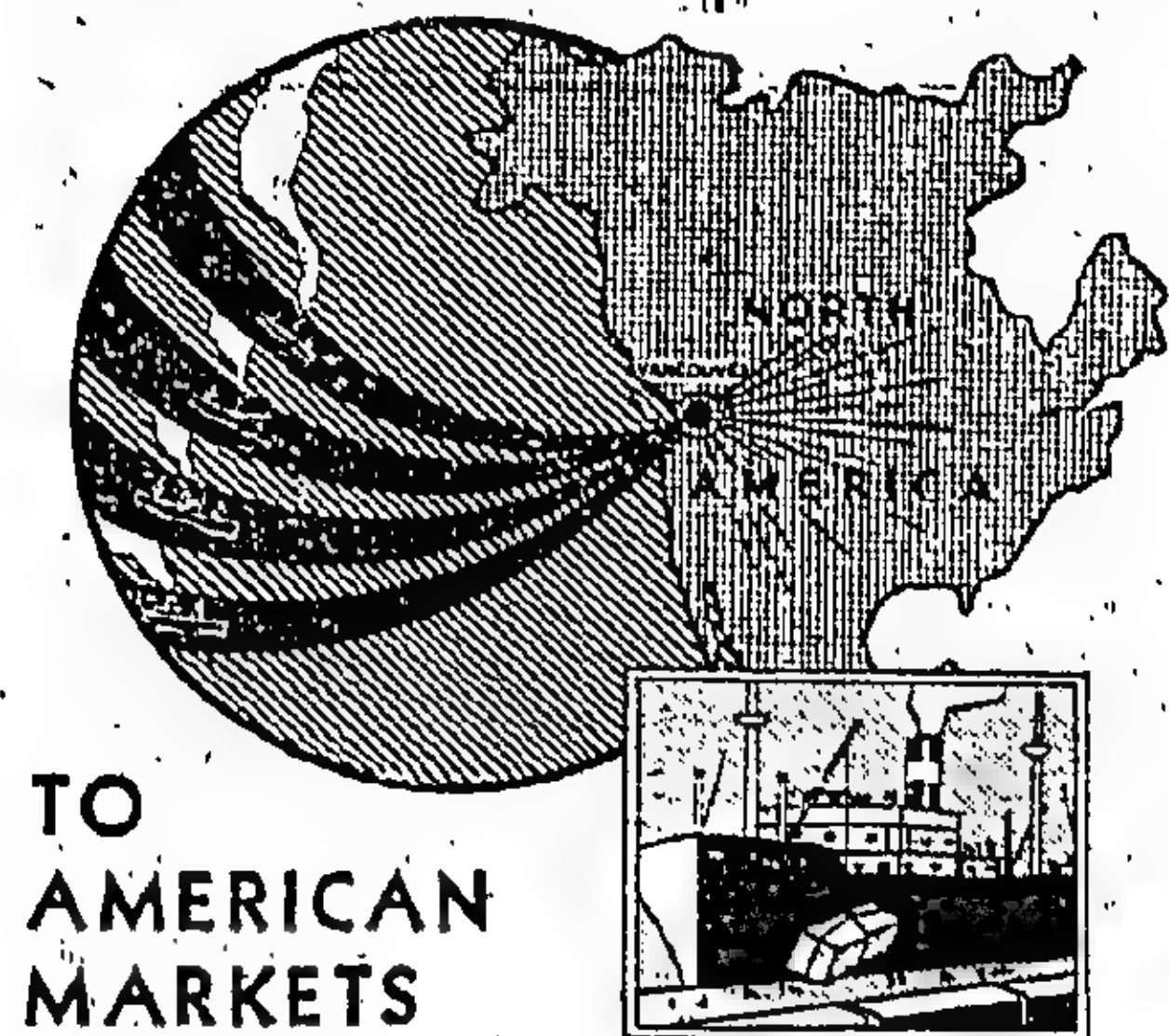
7.12 p.m.—"Exactly Like You—Fox Trot" (Dorothy Fields-Jimmy McHugh) and "On the Sunny Side of the Street—Fox Trot" (Dorothy Fields-Jimmy McHugh), Bernie Cummins and His New Yorker Hotel Orch.

7.18 p.m.—"Red Hot Chicago—Fox Trot" (De Sylva-Brown-Henderson) and "Wasn't It Beautiful While It Lasted—Fox Trot" (De Sylva-Brown-Henderson), Waring's Pennsylvanians.

7.24 p.m.—The Woman in the Shoe—Fox Trot (Arthur Freed-Nacio Herb Brown) and "Only Love Is Real—Fox Trot" (Arthur Freed-Nacio Herb Brown), The Hot Hot Hot.

7.30 p.m.—"When It's Springtime in the Rockies—Waltz" and "Down the River of Golden Dreams—Waltz", Hilo Hawaiian Orchestra.

## ECONOMICAL ROUTE

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AMERICAN  
MARKETS

FOLLOW the shipping lanes from the Orient to America. You'll find the Via Vancouver route to United States markets shorter than that of any other major developed seaport on the Pacific Coast. This means a shorter period in transit for your merchandise... better service to consignees, a saving in interest and insurance charges. Cargoes are handled with dispatch and efficiency at this safe land-locked harbour with highly efficient terminal facilities, 49 steamship lines and two great transcontinental railways. Port authorities give friendly co-operation in the quick discharge of cargoes.

Each year, time, trouble and money is being saved by thousands of Far Eastern shippers through this shorter route. Phenomenal growth proves it advantageous. Are you shipping your goods through the Port of Vancouver?

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## REMOVAL NOTICE.

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QUEEN'S ROAD CENTRAL.

KWONG WO,

Jewellers &amp; Silk Dealers.

[9393]

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- Humorous Sketch—"The Fourth Form at St. Michael's" (Will Hay), Will Hay and His Scholars (Columbia record).
- Ballets—Selected, Mrs. Shoemaker.
- Pianoforte Solos—(a) Polka (Rubinstein), (b) Gavottes (Glazunoff) and (c) March "Tannhauser" (Wagner), Mr. Harry Ore.
- Songs—(a) A Song and a Dream (Caden), (b) The Yeoman's Wedding Song (Poniatowsky), Mr. Li Chor Chi.

10.30 p.m. (approx.)—Close down.

NOVEL FEAT BY U.S.  
AVIATOR.MACHINE HOOKED TO  
BOTTOM OF DIRIGIBLE.

[UNITED PRESS.]

Old Point Comfort, May 20.—Lieut. Comdr. Nicholson, piloting an aeroplane which took off from the deck of the aeroplane-carrier Saratoga, to-day, in the course of special manoeuvres of the U.S. Atlantic Fleet, successfully ranged up under the dirigible, Los Angeles, at an altitude of 2,000 feet and hung to the bottom of the dirigible by a metal hook.

After stopping his engine and being carried for some distance by the Los Angeles, Comdr. Nicholson disengaged the plane and descended to land upon the deck of the Saratoga.

President Hoover was an interested witness of the feat.



# Money and Markets

## COLONY'S DOLLAR.

### CHINESE CHAMBER'S VIEWS.

UNLIMITED INFLUX CAUSES ANXIETY.

The following letter from the Chamber of Commerce to the members of the Currency Committee was read at the monthly meeting of the Chamber held yesterday. It gives the Chamber's view to the effect that the continued importation of silver dollars into the Colony is deplored and points out the hardship inflicted on the smaller traders as a result of this unchecked influx of silver dollars. The letter is as follows:—

"Dear Sirs,—I am directed to enclose for the information of your Committee translations of two letters which this Chamber has received from the Firework Dealers' Guild and the Fresh Fish Guild on the subject of the loss suffered by their members as a direct result of the discount on silver dollars.

"The entire commercial community of the Colony is at present suffering from the effects of this discount, the smaller traders, such as hawkers, feeling the effect most. So long as there is no means of preventing the importation of silver dollars into the Colony, there seems to be no way of removing the present disparity between the value of banknotes and that of silver dollars. We have been informed that even the banks refuse to receive silver dollars from people who have accounts with them, and this has aggravated the situation.

"This Chamber understands that some banks in Hong Kong are continually importing silver dollars into the Colony and that shipments are backed forward as far ahead as September next. We view this situation with considerable anxiety and sincerely trust that your committee may be able to devise means to put a check on this undesirable influx."

## TRADE WITH CHINA.

### AMERICAN VIEWS.

[UNITED PRESS.]

Los Angeles, May 21.—Addressing the seventeenth Foreign Trade Convention here to-day, Mr. J. J. Donovan, Bellingham lumberman, dealt with the great growth of Pacific trade during the past few years.

With reference to China, specifically, the speaker said that extrajurisdictionality should not be relinquished for years to come. He declared that when the War Lords stopped fighting "long enough to agree on a commission for a conference, foreign financiers may possibly obtain money for some constructive purpose."

"Otherwise," he added, "there is little chance for better business or more commerce with China."

The Philippines.

Referring to the Philippines, Mr. Donovan said:—

"Complete severance from United States control is not advisable either for the Americans or for the Filipinos, for ethical and material reasons. Both parties would lose heavily."

Japanese in the United States.

Turning to the subject of Japan, Mr. Donovan urged that American Chambers of Commerce should petition Congress to permit the immigration of Japanese into the United States.

The situation under the present law, he pointed out, was that little change had been effected from the situation prevailing under the former "Gentlemen's Agreement," but the complete legal disbarment had aroused ill-feeling on the part of the Japanese and caused hurt pride, with no corresponding good effect for the United States.

## EXCHANGE-RATES.

[BRITISH WIRELESS SERVICE.]

RUSSIA, May 20.	
Paris	122.84
New York	4.35 15/10
Brussels	34.81 1/2
Geneva	25.12
Amsterdam	12.08
Milan	92.75
Berlin	20.36 1/2
Stockholm	18.10 1/2
Copenhagen	18.10 1/2
Oslo	18.10 1/2
Vienna	34.45 1/2
Prague	103 1/2
Helsingfors	28.94 1/2
Madrid	108.22
Lisbon	275
Athens	818
Bucharest	5.55/64
Buenos Aires	42.15/16

(Continued at foot of next column.)

## NEW YORK STOCK EXCHANGE.

### MARKET IRREGULAR AND NERVOUS.

### U.S. STEEL AFFECTED BY BEARISH REVIEW.

[UNITED PRESS.]

New York, May 21.—At the opening of the New York Stock Exchange to-day the tone was firmer and active, following the sharp rally of the last half-hour of yesterday, says the daily review of the Dow Jones Financial News Agency. The turnover was slightly heavier to-day, totalling 2,075,400 shares for the full day's trading, but issues were generally lighter.

Three thousand shares of Radio Corp. were sold at the opening at 48. U.S. Steel opened quiet at 162 and American Tel. & Tel. opened at 24 3/4.

### Losses by Most Groups.

The market was irregular and nervous. All groups suffered losses, ranging from fractions to as high as 30 points on some of the specials. A bearish steel review affected U.S. Steel, which closed down 1 1/2 to 158 1/2, and other stocks followed the decline. Bethlehem closed down 1/2 to 93 1/2; Ludlum gained 1 1/2 to close at 34 1/2; American Rolling Mill closed off 1/2 to 79 1/2; and American Waterworks closed off a point to 100.

Early in the session many of the groups grew firmer, owing to the strength of yesterday's closing when there had been a short covering rally.

Rails were temporarily in demand, and the Dow Jones average for 20 rails was up .84 to 144.80. Erie was up 1/2 to 47 1/2. Pennsylvania was up a point to 75 1/2. New York Central held at 176. Northern Pacific was up a point to 83 1/2. Canadian Pacific likewise gained a point to close at 508. Union Pacific was up 1/2 to 232.

### The Copper Group.

The copper group weakened upon the announcement that Calumet Arizona's dividend had been reduced to 6.82 against the previous dividend rate of 6.86. Anaconda closed off 1/2 to 55 1/2. Kennecott was up half a point to 40 1/2. Nevada Consolidated was off a quarter to 30. Calumet & Hecla was off a quarter to 19 1/2. American Smelting was off a quarter to 69 1/2.

Utilities declined slowly, and the Dow Jones average was off .42 to 93.81 for 20 selected issues. American Tel. & Tel. held at 24 3/4; but International Tel. & Tel. was off 1/2 to 61 1/2. Electric Bond & Share dropped 1/2 to 95 1/2. Radio Corp. held at 48 1/2. Consolidated Gas was down a point to 124; Columbia Gas rose 1/2 to 83 1/2; and Standard Gas was off 1/2 to 113 1/2.

### Industrial Average Lower.

The Dow Jones average for 30 industrials was off 1.38 to 235.52. General Motors was down 1/2 to 49 1/2; Chrysler was off half a point to 34 1/2; Hudson was off half a point to 44 1/2; and Packard was off 1/2 to 17 1/2. Mack Truck declined half a point to 69 1/2. Eastman Kodak was off 1/2 to 23 1/2. General Electric was off a point to 79 1/2. American Can was off half a point to 14 1/2.

Call money held at 3 per cent.

## QUOTATIONS.

New York, May 22.	
Market Irregular.	
Business done: 2,075,400 shares.	
Adams Express	May 20 21
Allied Chemical & Dye	80 1/2 80
American Can	142 1/2 141 1/2
American & Foreign Power	80 1/2 80
American Rolling Mill	75 1/2 72 1/2
American Smelting	55 1/2 55 1/2
American Tel. & Tel.	24 3/4 24 3/4
American Tobacco "B"	20 1/2 20 1/2
American Waterworks	110 109
Anaconda Copper	55 1/2 55 1/2
Atlantic Refining	41 1/2 41 1/2
Baltimore & Ohio	112 1/2 112 1/2
Bethlehem Steel	93 1/2 93 1/2
Borg Warner	34 1/2 35
Calumet & Hecla	19 1/2 19 1/2
Canadian Pacific Railway	508 508
Chesapeake Corporation	67 1/2 67 1/2
Chicago Rock Island	114 114
Chrysler	34 1/2 34 1/2
Citrus Service Common	34 1/2 34 1/2
Columbia Gas & Electric	82 1/2 82 1/2
Columbia Graphophone	27 1/2 27 1/2
Commercial Solvents	30 1/2 30 1/2
Commonwealth & Southern	17 1/2 17 1/2
Consolidated Gas of N. Y.	124 124
Continental Oil	108 108 1/2
Corn Products	10 10 1/2
Curtis Wright Common	11 10 1/2
Davison Chemical	34 1/2 34 1/2
De Pont de Nemours	128 128 1/2
Eastman Kodak	23 1/2 23 1/2
Electric Bond & Share	95 1/2 95 1/2
Erie Railway	47 1/2 47 1/2
Exxon "A"	50 49 1/2
General Electric	80 1/2 79 1/2
General Food	58 58
General Motors	50 49 1/2
General Railway Signal	60 59 1/2
Gold & Silver	44 43 1/2
Goodrich Rubber	40 40
Goodyear Tire & Rubber	68 67 1/2
Granby	18 18
Great Northern Securities	88 87 1/2

Bombay	1/5 25/32
Shanghai	1/9
Hong Kong	1/5
Yokohama	2/0 27/32
Silver (spot)	18 1/2
Silver (forward)	18 3/10

Hudson Motors	45 44 1/2
International Cement	67 67
International Combustion Eng.	101 101
International Harvester	33 33 1/2
International Nickel	33 33 1/2
International Printing Ink	47 47
International Products Com.	Unq.
International Tel. & Tel.	24 1/2 24 1/2
Johns Manville	108 108 1/2
Kennecott Copper	55 1/2 55 1/2
Kroger & Co.	33 33 1/2
Kroger Grocery	33 33 1/2
Lambert	99 99
Liggett & Myers "B"	108 107 1/2
Ludlum Steel	33 34 1/2
Mack Trucks	70 69 1/2
Misouri Pacific	Unq.
Montgomery Ward	42 1/2 42 1/2
Nevada Consolidated Copper	20 1/2 20
New York Central	176 176
Northern Pacific Railway	508 508
Pacific Lighting	95 95
Paramount Motor Car	17 1/2 17 1/2
Paramount Famous Lasky	68 1/2 68 1/2
Pennsylvania Railroad	77 1/2 78 1/2
Pennroad Corporation	13 13
Phillips Petroleum	39 1/2 38
Public Service of N. Jersey	11 1/2 11
Ray Corporation	48 1/2 48 1/2
Sears Roebuck & Co.	54 1/2 54 1/2
Shell Union	21 1/2 21 1/2
Simmons Company	37 1/2 37 1/2
Southern California Edison	64 1/2 64 1/2
Southern Pacific Railway	122 122 1/2
Standard Oil of Ind.	114 113 1/2
Standard Oil of New York	70 70 1/2
Standard Oil of Ohio	35 1/2 35 1/2
Texas Corporation	57 57 1/2
Texas Gulf Sulphur	50 50 1/2
Thompson Submarine	72 1/2 72 1/2
Trans American	43 1/2 43 1/2
Union Carbide & Carbon	Unq.
Union Pacific Railway	508 508
United Aircraft & Transport	71 1/2 70 1/2
United Corporation	44 1/2 43 1/2
United Gas & Improvement	44 1/2 43 1/2
United Dry Goods	Unq.
U.S. Rubber	25 1/2 25 1/2
U.S. Steel	158 1/2 158 1/2
Vanadium	113 1/2 113 1/2
Washington E. & M.	172 172
Woolworth	62 1/2 61 1/2

## PASSENGERS.

### Arrivals.

Per s.s. Bremerhaven from Rabaul on May 23:—Mr. W. A. C. Knuth, Mr. C. Foster, Mr. G. H. Horn, Mr. A. Wee, Mrs. Lastina A. Wee, Miss Young Mui, Mr. Lew Pow, Mr. Lee Chee, Mrs. Quan Thu, Mr. Wan See, Master Ah On, Master Leo Ching.

### PRINCE LINE.

### NOTICE TO CONSIGNEES.

### FROM NEW YORK.

### THE T.S. "ROYAL PRINCE."

having arrived from the above Port on 27th instant. Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 2nd June 1930.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June, 1930, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned.

FURNESS (FAR EAST) LTD., 2nd Floor, King's Building, Connaught Road, Telephone 23165, Hong Kong, 27th May, 1930, [1947]

## HAMBURG-AMERICA LINE.

### NOTICE TO CONSIGNEES.

### THE Motor Vessel "ERMLAND."

having arrived. Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Godowns of the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June, 1930, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 2nd June, 1930, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 17th June, 1930, or they will not be recognized.

No Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO., Agents.

Hong Kong, 27th May, 1930, [1947]

## THE EAST ASIATIC CO., LTD., COPENHAGEN.

### THE Motor Vessel "DANMARK."

having arrived. Consignees of Cargo are hereby notified that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June, 1930, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Andersen & Co. on 3rd June, 1930, at 10 a.m.

All Claims against the Vessel must be presented to the Undersigned before the 7th June, 1930, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JOHN MANNERS & CO., LTD., Agents.

Hong Kong, 27th May, 1930, [1947]

## DAILY SHARE QUOTATIONS.

### HONG KONG STOCK EXCHANGE.

### SHAREBROKERS ASSOCIATION.

### TUESDAY, MAY 27.

Banks				
\$1,460	\$1,450		H.K. Banks	\$1,460
		2113	Do. (London)	
		217	Chartered Bank	
		229	Mercantile Bks. "A"	
		212	Do. "C"	
\$110			Bank of East Asia	\$110
Insurances				
	\$96		Canton Insurances	\$940
			Underwriters	
			North China	
			Union Insurances	\$480
			Yangtze Insurances	
			China Fires	\$400
			H.K. Fires	\$330
Shipping				
	\$32		Douglases	\$31
			Steamboats	
			Indos (pref.)	
			Do. (def.)	
			Shell Transports	
			Water-boats	
Mining				
			Benquets	
			Kailans	54
			Langkats (comb.)	
			Do. (single)	
			Explorations	
			Shanghai Loans	
			Ranhs	22
			Tromoh Mines	
Docks, Wharves, Godowns, etc.				
			H.K. & K. Wharfs	\$174
			Providents	\$500
			H.K. Docks	
			Shanghai Docks	
			New Engineering	78.30
			Hongkew	
Cotton Mills				
			Eves	113.60
			Shai Cottons (old)	7.85
			Do. (new)	7.84
			Zong Sings	7.10
Lands, Hotels and Buildings				
			H.K. & S. Hotels	\$12.70
			H.K. Lands	\$34
			Shanghai Lands	
			H.K. Realty	
			Humphreys	\$18
			Chinese Estates	
Public Utilities				
			Tramways	\$20.30
			Peak Trams (old)	\$12
			Do. (new)	\$6
			Star Ferries	
			C. Lights (old)	\$38
			Do. (new)	\$34
			H.K. Electric	\$78
			Macao do	
			Sandakan Lights	
			Telephones	\$14
			China Buses	
			Traction	6/8
			Do. (pref.)	
Industrials				
			Caldbeck (ord.)	
			Macgregor (pref.)	
			Canton Iron	
			Cementa (old)	\$16.35
			Do. (new)	\$16.50
			Ropes	\$9
			China Sugars	
			Malabon Sugars	
			United Asbestos	
Miscellaneous				
			Dairy Farms	\$24
			Der A. Wings	
			Amusements	\$29
			Constructions	\$170
			Lane Crawford	
			MacKintoshes	
			Nanyang Tobacco	
			Sinceres (old)	\$12
			Do. (new)	\$11
			Watsons	\$12.50
			Wm. Powells	
			B. Ind. G. S. Bonds	62
			H.K. Govt. Loan	\$108



## ADVERTISED SAILINGS FROM HONG KONG.

## ALEXANDRIA.

Pres. Harrison, Dollar, June 1.  
Pres. Johnson, Dollar, June 15.

## AMOEY.

Haining, Douglas, May 28.  
Tianan, B. & S., May 28.  
Tjibodari, J.C.J.L., May 28.  
Haiching, Douglas, May 30.  
Anking, B. & S., June 2.  
Haiyang, Douglas, June 3.  
Tajuan, B. & S., June 4.  
Taima, B.I., June 5.  
Suisang, Jardine's, June 6.  
Kweiyang, B. & S., June 8.  
Tjileboet, J.C.J.L., June 10.  
Shirala, B.I., June 11.  
Tjikarang, J.C.J.L., June 12.  
Kutsang, Jardine's, June 13.  
Takliwa, B.I., June 19.  
Tjialak, J.C.J.L., June 24.  
Hosang, Jardine's, June 26.

## ANTWERP.

Suwa Maru, N.Y.K., May 31.  
Japan, Gilman's, June 1.  
Antenor, B.F., June 11.  
Fushimi Maru, N.Y.K., June 14.  
Danmark, Manners, June 27.

## AUSTRALIAN PORTS.

Tanda, E. & A., June 6.  
Changte, B. & S., June 17.  
Tango Maru, N.Y.K., June 24.  
Morioka Maru, N.Y.K., May 29.

## BALIC PORTS.

Danmark, Manners, June 27.

## BALTIMORE.

Comliebank, Bank, June 5.

## BANGKOK.

Hirundo, Thoresen, June 1.  
Kwangchow, B. & S., June 1.  
Kinyuan, B. & S., June 2.  
Hiram, Thoresen, June 8.  
Kalgan, B. & S., June 8.

## BELAWAN DELL.

Saarbruecken, Melchers, May 30.  
Van Heutz, J.C.J.L., June 5.  
Koenigsberg, Melchers, June 9.  
Cornville, Thoresen, June 11.  
Aller, Melchers, June 21.  
Coblentz, Melchers, June 27.

## BOMBAY.

Sado Maru, N.Y.K., June 11.  
Alipore, P. & O., June 18.  
Ranpura, P. & O., June 21.

## BOSTON.

Pres. Harrison, Dollar, June 1.  
Tantalus, B.F., June 1.  
Takaka Maru, N.Y.K., June 4.  
Comliebank, Bank, June 5.  
Imperial Prince, Furness, June 6.  
Pres. Johnson, Dollar, June 15.

## BREMEN.

Saarbruecken, Melchers, May 30.  
Koenigsberg, Melchers, June 9.  
Aller, Melchers, June 21.  
Coblentz, Melchers, June 27.

## BRINDISI.

Viminale, Dodwell's, May 31.  
Fusijama, Dwell's, June 24.

## CALCUTTA.

Morioka Maru, N.Y.K., May 29.  
Yuenang, Jardine's, May 30.  
Talamia, B.I., June 6.  
Kumsang, Jardine's, June 7.  
Hakodate Maru, N.Y.K., June 8.  
Takada, B.I., June 21.  
Taima, B.I., June 25.

## CEBU.

Kentucky, S.S.S., May 31.  
G'den Dragon, S.S.S., June 8.

## CHEFOO.

Huichow, B. & S., May 30.  
Kueichow, B. & S., June 17.

## COLOMBO.

Ammon, Jebson, May 30.  
Saarbruecken, Melchers, May 30.  
Khyber, P. & O., May 31.  
Suwa Maru, N.Y.K., May 31.  
Viminale, Dodwell's, May 31.  
Pres. Harrison, Dollar, June 1.  
General Metzing, M.M., June 3.  
Dakar Maru, N.Y.K., June 5.  
Khiva, P. & O., June 7.  
Koenigsberg, Melchers, June 9.  
Antenor, B.F., June 11.  
Sado Maru, N.Y.K., June 11.  
Fushimi Maru, N.Y.K., June 14.  
Pres. Johnson, Dollar, June 15.  
Andre Lebon, M.M., June 17.  
Havelland, Jebson, June 18.  
Aller, Melchers, June 21.  
Ranpura, P. & O., June 21.  
Lahore, P. & O., June 28.

## COPENHAGEN.

Danmark, Manners, July 2.

## DALNY.

Tean, B. & S., May 28.  
Hector, B.F., May 31.  
Luchow, B. & S., June 2.

## DUTCH PORTS.

Ammon, Jebson, May 30.  
Saarbruecken, Melchers, May 30.  
Suwa Maru, N.Y.K., May 31.  
Gleniffer, Jardine's, June 4.  
Japan, Gilman's, June 9.  
Koenigsberg, Melchers, June 9.  
Antenor, B.F., June 11.  
Fushimi Maru, N.Y.K., June 14.  
Havelland, Jebson, June 18.  
Aller, Melchers, June 21.  
Gleniffer, Jardine's, June 22.  
Diomed, B.F., June 24.  
Lahore, P. & O., June 28.  
Albion Star, Dwell's, June 29.

## FOOCHOW.

Haining, Douglas, May 28.  
Haiching, Douglas, May 30.  
Huichow, B. & S., May 30.  
Haiyang, Douglas, June 3.  
Chipshing, Jardine's, June 11.  
Kueichow, B. & S., June 17.  
Cheongshing, Jardine's, June 18.

## GENOA.

Viminale, Dodwell's, May 28.  
Ammon, Jebson, May 30.  
Saarbruecken, Melchers, May 30.  
Pres. Harrison, Dollar, June 1.  
Dakar Maru, N.Y.K., June 5.  
Koenigsberg, Melchers, June 9.  
Havelland, Jebson, June 18.  
Teiresias, B.F., June 20.  
Aller, Melchers, June 21.  
Coblentz, Melchers, June 27.

## GLASGOW.

Antenor, B.F., June 11.  
Teiresias, B.F., June 20.

## HAIKONG AND HOIHOW.

Chengtu, B. & S., May 29.  
Kinyuan, B. & S., June 2.  
Tonkin, M.M., June 3.  
Kanchow, B. & S., June 12.

## HAMBURG.

Ammon, Jebson, May 30.  
Saarbruecken, Melchers, May 30.  
Gleniffer, Jardine's, June 4.  
Japan, Gilman's, June 9.  
Koenigsberg, Melchers, June 9.  
Havelland, Jebson, June 18.  
Aller, Melchers, June 21.  
Gleniffer, Jardine's, June 22.  
Diomed, B.F., June 24.  
Coblentz, Melchers, June 27.  
Danmark, Manners, June 27.  
Lahore, P. & O., June 28.  
Albion Star, Dwell's, June 29.

## HARVEY.

Teiresias, B.F., June 20.

## HONOLULU.

Chichibu Maru, N.Y.K., May 29.  
Anyo Maru, N.Y.K., June 1.  
Tenyo Maru, N.Y.K., June 12.

## ILOILO.

Kentucky, S.S.S., May 31.  
Comliebank, Bank, June 5.  
G'den Dragon, S.S.S., June 8.

## JAPAN PORTS.

Ermland, Jebson, May 28.  
Chichibu Maru, N.Y.K., May 29.  
Protetlaus, B.F., May 29.  
Awa Maru, N.Y.K., May 30.  
Hilda, Dodwell's, May 30.  
Anyo Maru, N.Y.K., June 1.  
Jeypore, M.M., June 2.  
Futhos, M.M., June 2.  
Pres. McKinley, A.M.L., June 3.  
Emp. of Russia, C.P.S., June 4.  
Taima, B.I., June 5.  
Gona Maru, N.Y.K., June 6.  
Karmala, P. & O., June 6.  
Panama, Manners, June 8.  
Burgeland, Jebson, June 9.  
Rheinland, Jebson, June 9.  
Eitano Maru, N.Y.K., June 10.  
Pres. Jefferson, A.M.L., June 10.  
St. Albans, E. & A., June 10.  
Shirala, B.I., June 11.  
Bellerophon, B.F., June 12.  
Bonnevill, Thoresen, June 12.  
Tenyo Maru, N.Y.K., June 12.  
Glenamoy, Jardine's, June 13.  
Monte Piana, Dwell's, June 16.  
Chenonceaux, M.M., June 17.  
Pres. Grant, A.M.L., June 17.  
Franken, Melchers, June 18.  
Memnon, B.F., June 18.  
Kutsang, Jardine's, June 19.  
Takliwa, B.I., June 19.  
Telchibay, B.F., June 19.  
Mishima Maru, N.Y.K., June 20.  
Morea, P. & O., June 20.  
Glenahane, Jardine's, June 23.  
Pres. Lincoln, Dollar, June 24.  
Emp. of Asia, C.P.S., June 25.  
Ceylon, Gilman's, June 26.  
Friesland, Jebson, June 26.  
Hosang, Jardine's, June 26.

## JAVIA PORTS.

Tjissara, J.C.J.L., June 3.  
Tjissodari, J.C.J.L., June 10.  
Cornville, Thoresen, June 11.  
Tjileboet, J.C.J.L., June 17.  
Tjialak, J.C.J.L., June 24.

## LIVERPOOL.

Dakar Maru, N.Y.K., June 5.  
Teiresias, B.F., June 20.  
Albion Star, Dwell's, June 29.

## LONDON.

Viminale, Dodwell's, May 28.  
Khyber, P. & O., May 31.  
Suwa Maru, N.Y.K., May 31.  
Gleniffer, Jardine's, June 4.  
Khiva, P. & O., June 7.  
Antenor, B.F., June 11.  
Fushimi Maru, N.Y.K., June 14.  
Ranpura, P. & O., June 21.  
Lahore, P. & O., June 28.  
Albion Star, Dwell's, June 29.

## LOS ANGELES.

Anyo Maru, N.Y.K., June 1.  
Pres. McKinley, A.M.L., June 3.  
Bonnevill, Thoresen, June 12.  
Pres. Grant, A.M.L., June 17.

## MANILA.

Saarbruecken, Melchers, May 30.  
Ammon, Jebson, May 31.  
Kentucky, S.S.S., May 31.  
Pres. Harrison, Dollar, June 1.  
Pres. Jefferson, A.M.L., June 3.  
Imperial Prince, Furness, June 6.  
Tanda, E. & A., June 6.  
Tenyo Maru, N.Y.K., June 12.  
Pres. Grant, A.M.L., June 17.  
Tjissodari, J.C.J.L., June 10.  
Cornville, Thoresen, June 11.  
Tjissodari, J.C.J.L., June 10.  
Cornville, Thoresen, June 11.  
Tjissodari, J.C.J.L., June 10.  
Cornville, Thoresen, June 11.

## MARSEILLES.

Khyber, P. & O., May 31.  
Suwa Maru, N.Y.K., May 31.  
General Metzing, M.M., June 3.  
Dakar Maru, N.Y.K., June 5.  
Koenigsberg, Melchers, June 9.  
Antenor, B.F., June 11.  
Fushimi Maru, N.Y.K., June 14.  
Andre Lebon, M.M., June 17.  
Havelland, Jebson, June 18.  
Aller, Melchers, June 21.  
Gleniffer, Jardine's, June 22.  
Diomed, B.F., June 24.  
Lahore, P. & O., June 28.  
Albion Star, Dwell's, June 29.

## MILAN.

Saarbruecken, Melchers, May 30.  
Ammon, Jebson, May 31.  
Kentucky, S.S.S., May 31.  
Pres. Harrison, Dollar, June 1.  
Pres. Jefferson, A.M.L., June 3.  
Imperial Prince, Furness, June 6.  
Tanda, E. & A., June 6.  
Tenyo Maru, N.Y.K., June 12.  
Pres. Grant, A.M.L., June 17.  
Tjissodari, J.C.J.L., June 10.  
Cornville, Thoresen, June 11.  
Tjissodari, J.C.J.L., June 10.  
Cornville, Thoresen, June 11.

## MORRIS.

Changte, B. & S., June 17.  
Emp. of Asia, C.P.S., June 17.  
Pres. Lincoln, Dollar, June 17.  
Havelland, Jebson, June 18.  
Pres. Cleveland, Dollar, June 21.  
Tango Maru, N.Y.K., June 24.  
Tjikarang, J.C.J.L., June 24.

## MORRIS.

Changte, B. & S., June 17.  
Emp. of Asia, C.P.S., June 17.  
Pres. Lincoln, Dollar, June 17.  
Havelland, Jebson, June 18.  
Pres. Cleveland, Dollar, June 21.  
Tango Maru, N.Y.K., June 24.  
Tjikarang, J.C.J.L., June 24.

## MORRIS.

Changte, B. & S., June 17.  
Emp. of Asia, C.P.S., June 17.  
Pres. Lincoln, Dollar, June 17.  
Havelland, Jebson, June 18.  
Pres. Cleveland, Dollar, June 21.  
Tango Maru, N.Y.K., June 24.  
Tjikarang, J.C.J.L., June 24.

## MARSEILLES.

Khyber, P. & O., May 31.  
Suwa Maru, N.Y.K., May 31.  
Pres. Harrison, Dollar, June 1.  
General Metzing, M.M., June 3.  
Dakar Maru, N.Y.K., June 5.  
Koenigsberg, Melchers, June 9.  
Antenor, B.F., June 11.  
Fushimi Maru, N.Y.K., June 14.  
Pres. Johnson, Dollar, June 15.  
Andre Lebon, M.M., June 17.  
Havelland, Jebson, June 18.  
Aller, Melchers, June 21.  
Dioned, B.F., June 24.  
Lahore, P. & O., June 28.  
Albion Star, Dwell's, June 29.

## MILAN.

Suwa Maru, N.Y.K., May 31.  
Pres. Harrison, Dollar, June 1.  
Pres. Johnson, Dollar, June 15.  
Fushimi Maru, N.Y.K., June 14.

## MORRIS.

Suwa Maru, N.Y.K., May 31.  
Pres. Harrison, Dollar, June 1.  
Pres. Johnson, Dollar, June 15.  
Fushimi Maru, N.Y.K., June 14.

## NEW YORK, BOSTON, etc.

Pres. Harrison, Dollar, June 1.  
Tantalus, B.F., June 1.  
Takaka Maru, N.Y.K., June 4.  
Comliebank, Bank, June 5.  
Imperial Prince, Furness, June 6.  
Pres. Johnson, Dollar, June 15.

## NEWCHWANG.

Tean, B. & S., May 28.  
Luchow, B. & S., June 2.

## PANAMA.

Anyo Maru, N.Y.K., June 1.  
Takaka Maru, N.Y.K., June 4.

## PENANG.

Morioka Maru, N.Y.K., May 29.  
Yuenang, Jardine's, May 30.  
Khyber, P. & O., May 31.  
Pres. Harrison, Dollar, June 1.  
Van Heutz, J.C.J.L., June 5.  
Talamia, B.I., June 6.  
Khiva, P. & O., June 7.  
Kumsang, Jardine's, June 7.  
Hakodate Maru, N.Y.K., June 8.  
Sado Maru, N.Y.K., June 11.  
Fushimi Maru, N.Y.K., June 14.  
Pres. Johnson, Dollar, June 15.  
Alipore, P. & O., June 18.  
Ranpura, P. & O., June 21.  
Takada, B.I., June 21.  
Taima, B.I., June 25.  
Lahore, P. & O., June 28.  
Albion Star, Dwell's, June 29.

## PORTLAND.

Kambove, Bank, June 11.  
Bonnevill, Thoresen, June 12.

## RABAU.

Bremerhaven, Melchers, June 3.

## RANGOON.

Morioka Maru, N.Y.K., May 29.  
Talamia, B.I., June 6.  
Hakodate Maru, N.Y.K., June 8.

## SAIGON.

General Metzing, M.M., June 3.  
Andre Lebon, M.M., June 17.

## SANDAKAN.

Hinsang, Jardine's, May 28.  
Tanda, E. & A., June 6.  
Mausang, Jardine's, June 11.

## SAN FRANCISCO.

Chichibu Maru, N.Y.K., May 29.  
Pres. McKinley, A.M.L., June 3.  
Kambove, Bank, June 11.  
Bonnevill, Thoresen, June 12.  
Tenyo Maru, N.Y.K., June 12.  
Pres. Grant, A.M.L., June 17.

## SCANDINAVIAN PORTS.

Japan, Gilman's, June 9.  
Danmark, Manners, June 27.

## SEATTLE.

Protetlaus, B.F., May 29.  
Pres. Jefferson, A.M.L., June 10.  
Kambove, Bank, June 11.  
Bonnevill, Thoresen, June 12.  
Tathibius, B.F., June 19.  
Mishima Maru, N.Y.K., June 20.  
Pres. Lincoln, Dollar, June 24.

## SHANGHAI.

Ermland, Jebson, May 28.  
Hangsang, Jardine's, May 28.  
Nanning, B. & S., May 28.  
Tean, B. & S., May 28.  
Tjissodari, J.C.J.L., May 28.  
Taiman, B. & S., May 28.  
Chichibu Maru, N.Y.K., May 29.  
Kwangchow, B. & S., May 29.  
Awa Maru, N.Y.K., May 30.  
Hilda, Dodwell's, May 30.  
Hector, B.F., May 31.  
St. Albans, E. & A., June 10.  
Yatshing, Jardine's, June 1.  
Jeypore, B. & S., June 2.  
Luchow, B. & S., June 2.  
Coblentz, Melchers, June 2/3.  
Pothos, M.M., June 3.  
Pres. McKinley, A.M.L., June 3.  
Szechuen, B. & S., June 3.  
Emp. of Russia, C.P.S., June 4.  
Kwongang, Jardine's, June 4.  
Tajuan, B. & S., June 4.  
Genoa Maru, N.Y.K., June 4.

## SHANGHAI.

Ermland, Jebson, May 28.  
Hangsang, Jardine's, May 28.  
Nanning, B. & S., May 28.  
Tean, B. & S., May 28.  
Tjissodari, J.C.J.L., May 28.  
Taiman, B. & S., May 28.  
Chichibu Maru, N.Y.K., May 29.  
Kwangchow, B. & S., May 29.  
Awa Maru, N.Y.K., May 30.  
Hilda, Dodwell's, May 30.  
Hector, B.F., May 31.  
St. Albans, E. & A., June 10.  
Yatshing, Jardine's, June 1.  
Jeypore, B. & S., June 2.  
Luchow, B. & S., June 2.  
Coblentz, Melchers, June 2/3.  
Pothos, M.M., June 3.  
Pres. McKinley, A.M.L., June 3.  
Szechuen, B. & S., June 3.  
Emp. of Russia, C.P.S., June 4.  
Kwongang, Jardine's, June 4.  
Tajuan, B. & S., June 4.  
Genoa Maru, N.Y.K., June 4.

## SHANGHAI.

Ermland, Jebson, May 28.  
Hangsang, Jardine's, May 28.  
Nanning, B. & S., May 28.  
Tean, B. & S., May 28.  
Tjissodari, J.C.J.L., May 28.  
Taiman, B. & S., May 28.  
Chichibu Maru, N.Y.K., May 29.  
Kwangchow, B. & S., May 29.  
Awa Maru, N.Y.K., May 30.  
Hilda, Dodwell's, May 30.  
Hector, B.F., May 31.  
St. Albans, E. & A., June 10.  
Yatshing, Jardine's, June 1.  
Jeypore, B. & S., June 2.  
Luchow, B. & S., June 2.  
Coblentz, Melchers, June 2/3.  
Pothos, M.M., June 3.  
Pres. McKinley, A.M.L., June 3.  
Szechuen, B. & S., June 3.  
Emp. of Russia, C.P.S., June 4.  
Kwongang, Jardine's, June 4.  
Tajuan, B. & S., June 4.  
Genoa Maru, N.Y.K., June 4.

## SHANGHAI.

Ermland, Jebson, May 28.  
Hangsang, Jardine's, May 28.  
Nanning, B. & S., May 28.  
Tean, B. & S., May 28.  
Tjissodari, J.C.J.L., May 28.  
Taiman, B. & S., May 28.  
Chichibu Maru, N.Y.K., May 29.  
Kwangchow, B. & S., May 29.  
Awa Maru, N.Y.K., May 30.  
Hilda, Dodwell's, May 30.  
Hector, B.F., May 31.  
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Jeypore, B. & S., June 2.  
Luchow, B. & S., June 2.  
Coblentz, Melchers, June 2/3.  
Pothos, M.M., June 3.  
Pres. McKinley, A.M.L., June 3.  
Szechuen, B. & S., June 3.  
Emp. of Russia, C.P.S., June 4.  
Kwongang, Jardine's, June 4.  
Tajuan, B. & S., June 4.  
Genoa Maru, N.Y.K., June 4.

## SHANGHAI.

Ermland, Jebson, May 28.  
Hangsang, Jardine's, May 28.  
Nanning, B. & S., May 28.  
Tean, B. & S., May 28.  
Tjissodari, J.C.J.L., May 28.  
Taiman, B. & S., May 28.  
Chichibu Maru, N.Y.K., May 29.  
Kwangchow, B. & S., May 29.  
Awa Maru, N.Y.K., May 30.  
Hilda, Dodwell's, May 30.  
Hector, B.F., May 31.  
St. Albans, E. & A., June 10.  
Yatshing, Jardine's, June 1.  
Jeypore, B. & S., June 2.  
Luchow, B. & S., June 2.  
Coblentz, Melchers, June 2/3.  
Pothos, M.M., June 3.  
Pres. McKinley, A.M.L., June 3.  
Szechuen, B. & S., June 3.  
Emp. of Russia, C.P.S., June 4.  
Kwongang, Jardine's, June 4.  
Tajuan, B. & S., June 4.  
Genoa Maru, N.Y.K., June 4.

## SHANGHAI.

Ermland, Jebson, May 28.  
Hangsang, Jardine's, May 28.  
Nanning, B. & S., May 28.  
Tean, B. & S., May 28.  
Tjissodari, J.C.J.L., May 28.  
Taiman, B. & S., May 28.  
Chichibu Maru, N.Y.K., May 29.  
Kwangchow, B. & S., May 29.  
Awa Maru, N.Y.K., May 30.  
Hilda, Dodwell's, May 30.  
Hector, B.F., May 31.  
St. Albans, E. & A., June 10.  
Yatshing, Jardine's, June 1.  
Jeypore, B. & S., June 2.  
Luchow, B. & S., June 2.  
Coblentz, Melchers, June 2/3.  
Pothos, M.M., June 3.  
Pres. McKinley, A.M.L., June 3.  
Szechuen, B. & S., June 3.  
Emp. of Russia, C.P.S., June 4.  
Kwongang, Jardine's, June 4.  
Tajuan, B. & S., June 4.  
Genoa Maru, N.Y.K., June 4.

## SHANGHAI.

Ermland, Jebson, May 28.  
Hangsang, Jardine's, May 28.  
Nanning, B. & S., May 28.  
Tean, B. & S., May 28.  
Tjissodari, J.C.J.L., May 28.  
Taiman, B. & S., May 28.  
Chichibu Maru, N.Y.K., May 29.  
Kwangchow, B. & S., May 29.  
Awa Maru, N.Y.K., May 30.  
Hilda, Dodwell's, May 30.  
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St. Albans, E. & A., June 10.  
Yatshing, Jardine's, June 1.  
Jeypore, B. & S., June 2.  
Luchow, B. & S., June 2.  
Coblentz, Melchers, June 2/3.  
Pothos, M.M., June 3.  
Pres. McKinley, A.M.L., June 3.  
Szechuen, B. & S., June 3.  
Emp. of Russia, C.P.S., June 4.  
Kwongang, Jardine's, June 4.  
Tajuan, B. & S., June 4.  
Genoa Maru, N.Y.K., June 4.

## SHANGHAI—(Continued).

Karmala, P. & O., June 6.  
Chaksang, Jardine's, June 8.  
canama, Manners, June 8.  
Burgeland, Jebson, June 9.  
Rheinland, Jebson, June 9.  
Khitano Maru, N.Y.K., June 10.  
Pres. Jefferson, A.M.L., June 10.  
Kwaisang, Jardine's, June 11.  
Bellerophon, B.F., June 12.  
Tenyo Maru, N.Y.K., June 12.  
Tjikarang, J.C.J.L., June 12.  
Monte Piana, Dwell's, June 13.  
Chenonceux, M.M., June 17.  
Pres. Grant, A.M.L., June 17.  
Franken, Melchers, June 18.  
Glenamoy, Jardine's, June 18.  
Memnon, B.F., June 18.  
Kutsang, Jardine's, June 19.  
Mishima Maru, N.Y.K., June 20.  
Morea, P. & O., June 20.  
Glenahane, Jardine's, June 23.  
Pres. Lincoln,



# CHINA NAVIGATION COMPANY, LIMITED.

NINGPO & SHANGHAI	"NANNING"	On 28th May, Daylight
SANTAO, SHAL, NEWCHANG	"TEAN"	On 28th May, 5 p.m.
AMOI & SHANGHAI	"TSINAN"	On 28th May, 5 p.m.
HONGKONG, PAKHOI & HAIPHONG	"CHENGTOU"	On 28th May, 10 a.m.
SHANGHAI & ANTUNG	"LIANGCHOW"	On 28th May, 5 p.m.
SWATOW, FOCHOW, WEIHAIWEI	"HUIHONG"	On 1st June, 11 a.m.
CHENGTOU & TIENTSIN	"SINKIANG"	On 1st June, Noon
SWATOW, SHANGHAI & TIENTSIN	"KWANGCHOW"	On 1st June, 2.30 p.m.
SWATOW & BANGKOK	"KINGTUAN"	On 2nd June, Noon
HONGKONG, S'PORE & BANGKOK	"ANKING"	On 2nd June, 3 p.m.
SWATOW, AMOI, SWATOW & S'PORE	"LUCHOW"	On 2nd June, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 3rd June, Noon
AMOI & SHANGHAI	"TAIYUAN"	On 4th June, 5 p.m.
AMOI, SWATOW & BANGKOK	"KWEIYANG"	On 8th June, 8 a.m.
SWATOW & BANGKOK	"KALGAN"	On 8th June, 2.30 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KANOHOW"	On 12th June, 10 a.m.
SWATOW, FOCHOW, WEIHAIWEI	"KUEICHOW"	On 17th June, 11 a.m.

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THROUGH NEW VESSELS MAINTAIN A REGULAR SERVICE FROM  
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Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports  
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.  
HONGKONG TO SYDNEY—19 DAYS.

STEARNS	Days Home Kona	Days to Hart
CHANGTE ...	10th June	17th June
TAIPING ...	11th July	18th July
CHANGTE ...	15th August	22nd August
TAIPING ...	9th Sept.	16th Sept.

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The M.S. "DANMARK"  
on or about  
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For  
PORT SAID, DUNKIRK, ANTWERP, ROTTERDAM,  
AMSTERDAM, HAMBURG, COPENHAGEN, AND  
OTHER SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS:	SHANGHAI, ETC.	COPENHAGEN, ETC.
M.S. "Danmark"	27th June	18th July
M.S. "Panama"	8th June	10th Aug.
M.S. "Java"	1st July	10th Sept.
M.S. "Asia"	1st August	5th Oct.
M.S. "Afrika"	1st Sept.	1st Nov.
M.S. "Malaya"	25th Sept.	

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To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.	To Yokohama via Shanghai and Kobe.
G. MEZINGER ... 3rd June	PORTHOS ... 2nd June
ANDRE LEBON ... 17th June	CHENONCEAUX ... 17th June
PORTHOS ... 1st July	ATHOS II ... 1st July
CHENONCEAUX ... 15th July	D'ARTAGNAN ... 15th July
ATHOS II ... 29th July	ANGERS ... 29th July
D'ARTAGNAN ... 12th Aug.	SPRINK ... 12th Aug.
ANGERS ... 26th Aug.	G. MEZINGER ... 26th Aug.
SPRINK ... 9th Sept.	ANDRE LEBON ... 9th Sept.

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Telephone: 25851. 2 Queen's Buildings.

## ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Barometer at Sea Level	Thermometer	Humidity	Wind	Direction	Force	Remarks	Barometer at Sea Level	Thermometer	Humidity	Wind	Direction	Force	Remarks
	Inches	Fahr.						Inches	Fahr.					
Wladivostok	29.92	75.9	62	...	ESE	3	b	29.92	75.9	58	...	SE	4	o
Namuro	29.84	73.0	...	...	N	1	...	30.03	78.4	...	...	ESE	1	...
Hokodate	29.96	76.0	...	...	SW	2	...	30.08	78.4	...	...	...	0	...
Tokio	30.08	78.4	...	...	SSE	2	...	30.14	78.5	...	...	...	0	...
Kochi	30.03	78.4	...	...	...	0	...	29.96	78.0	...	...	...	0	...
Nagasaki	30.02	78.2	...	...	E	1	...	29.96	78.5	...	...	...	0	...
Kagoshima	29.98	78.1	...	...	NE	1	...	29.80	75.7	...	...	N	1	...
Oshima	...	...	...	...	...	...	...	29.67	75.3	...	...	SSW	1	...
Naha	29.76	75.0	...	...	SE	2	...	29.71	75.5	...	...	SSW	3	...
Ishigakijima	29.72	75.0	...	...	S	2	...	29.67	75.3	...	...	NW	1	...
Bonin Island	29.96	76.0	...	...	NE	1	...	29.98	76.1	...	...	E	1	...
Chiefao	29.79	75.6	81	59	S	2	b	29.84	75.9	64	78	W	4	o
Shanghai	29.87	75.7	75	63	ESE	2	o	29.86	75.8	64	92	ESE	2	o
Guangzhou	29.90	75.9	69	81	ESE	4	o	29.88	75.9	64	95	ESE	4	o
Kanton	29.76	75.6	68	91	NNE	6	o	29.78	75.6	68	88	NNE	4	o
Amoy	29.72	75.4	76	83	ESE	4	o	29.76	75.5	74	90	E	1	b
Swatow	29.66	75.3	80	82	SE	4	o	29.68	75.3	72	92	NE	2	o
Amoy	29.58	75.1	80	83	E	2	b	29.63	75.2	75	87	NE	2	o
Taihu	29.69	75.2	81	80	WNW	4	o	29.68	75.3	73	94	N	0	b
Taiwan	29.65	75.0	90	...	N	4	o	29.65	75.0	73	...	N	2	b
Koshan	29.67	75.3	81	...	N	0	o	29.62	75.2	75	...	...	0	b
Pescadore	29.63	75.3	81	...	NNE	4	o	29.63	75.2	75	...	NNE	4	o
Hong Kong	29.63	75.2	86	68	W	2	o	29.63	75.3	76	82	E	3	o
Gap Rock	29.60	75.3	83	...	NNW	3	o	29.66	75.3	83	...	E	3	o
Macao	29.67	75.6	86	65	ESE	2	b	29.65	75.3	77	86	...	0	o
Holbow	29.63	75.3	91	69	N	1	b	29.63	75.2	80	83	NNE	5	o
Pratt's Island	29.61	75.2	83	79	NNE	5	o	29.67	75.3	77	98	...	0	b
Phu Lien	29.63	75.3	85	69	N	2	b	29.65	75.3	77	...	WSW	2	o
Tourane	29.62	75.2	85	...	N	2	b	29.65	75.3	77	...	WSW	2	o
Cape St. James	29.75	75.7	81	...	SW	4	o	29.76	75.0	77	...	W	4	o
Basco	29.56	75.0	95	71	SE	4	o	29.58	75.0	92	86	SE	2	o
Apurri	29.53	75.0	90	51	SSE	4	o	29.58	75.0	79	69	SSW	4	o
Tuguegarao	29.52	74.9	81	73	S	4	o	29.53	75.1	79	66	S	2	o
Vigan	29.71	75.5	79	84	SW	4	o	29.71	75.5	75	91	SE	2	o
Manila	29.71	75.5	79	84	SW	4	o	29.75	75.7	77	95	WSW	1	b
Legaspi	29.72	75.4	82	86	SSW	2	o	29.80	75.9	75	94	...	0	b
Calbayog	29.74	75.4	90	69	S	4	o	29.81	75.7	75	95	E	1	b
Tacloban	29.76	75.6	77	89	SW	4	o	29.79	75.3	79	89	S	2	o
Iloilo	29.76	75.6	77	89	SW	4	o	29.80	75.6	79	87	SW	2	o
Cebu	29.75	75.7	81	78	N	1	o	29.81	75.2	77	94	S	1	b
Surigao	11.00	...	...	...	...	...	...	29.85	75.1	77	...	ESE	4	o
Baipan	12.22	29.74	75.4	...	E	4	2.2	29.89	75.5	...	...	NNW	2	o
Guam	11.00	29.78	75.3	...	NW	2	o	29.82	75.4	78	...	NW	1	o
Yap	11.00	29.78	75.3	...	NW	2	o	29.82	75.4	78	...	NW	1	o
Pelaw	14	29.81	75.2	83	SW	6	b	29.82	75.4	78	...	...	...	...
Labuan	14	29.81	75.2	83	SW	6	b	29.82	75.4	78	...	...	...	...

May 26d. 16h. 45m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon of unknown intensity within 60 miles of Lat. 19° N. Long. 118° E., stationary or very slow.  
May 27d. 10h. 09m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon of unknown intensity within 60 miles of Lat. 20° N. Long. 120° E., moving N.E.  
May 27d. 10h. 45m.—The anticyclone is central to the east of Tokio.  
The typhoon is about 350 miles E.S.E. of Hong Kong, moving N.E.  
Manila warning, 27d. 9h. 15m.—Typhoon in Lat. 20° N. Long. 120° E., almost stationary. Recd. 27d. 10h. 40m.  
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inch. Total since January 1, 1909 inches, against an average of 21.35 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MAY 28.  
Districts.  
1.—Formosa Channel ... N. winds, freshening considerably.  
2.—South coast of China between Hong Kong and Lamook ... E. or variable winds, moderate; fair.  
3.—Hong Kong to Gap Rock ... E. or variable winds, moderate; fair.  
4.—South coast of China between Hong Kong and Hainan ...

T. F. CLAXTON, Director.

## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 27.	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer ...	29.60	29.71	29.76
Temperature ...	84	81	81
Humidity ...	71	81	81
Wind ...	...	...	...
Direction ...	...	...	...
Force ...	0	3	2
Weather ...	0	0	0
Rain ...	0.00	0.0	0.14

Highest open-air Temperature, 83.86  
Lowest open-air Temperature, 87.75  
B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

## To the Publishers

"HONG KONG WEEKLY PRESS"

11, Ice House Street, Hong Kong

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"Hong Kong Weekly Press"

from ... 1933 ...

addressed as follows:—

Subscription Paid in Advance.

\$13.00 per annum for delivery in Hong Kong.

\$15.00 per annum to any part of the world (including postage).

## HONG KONG TIDE TABLE.

From May 28 to June 3, 1930.

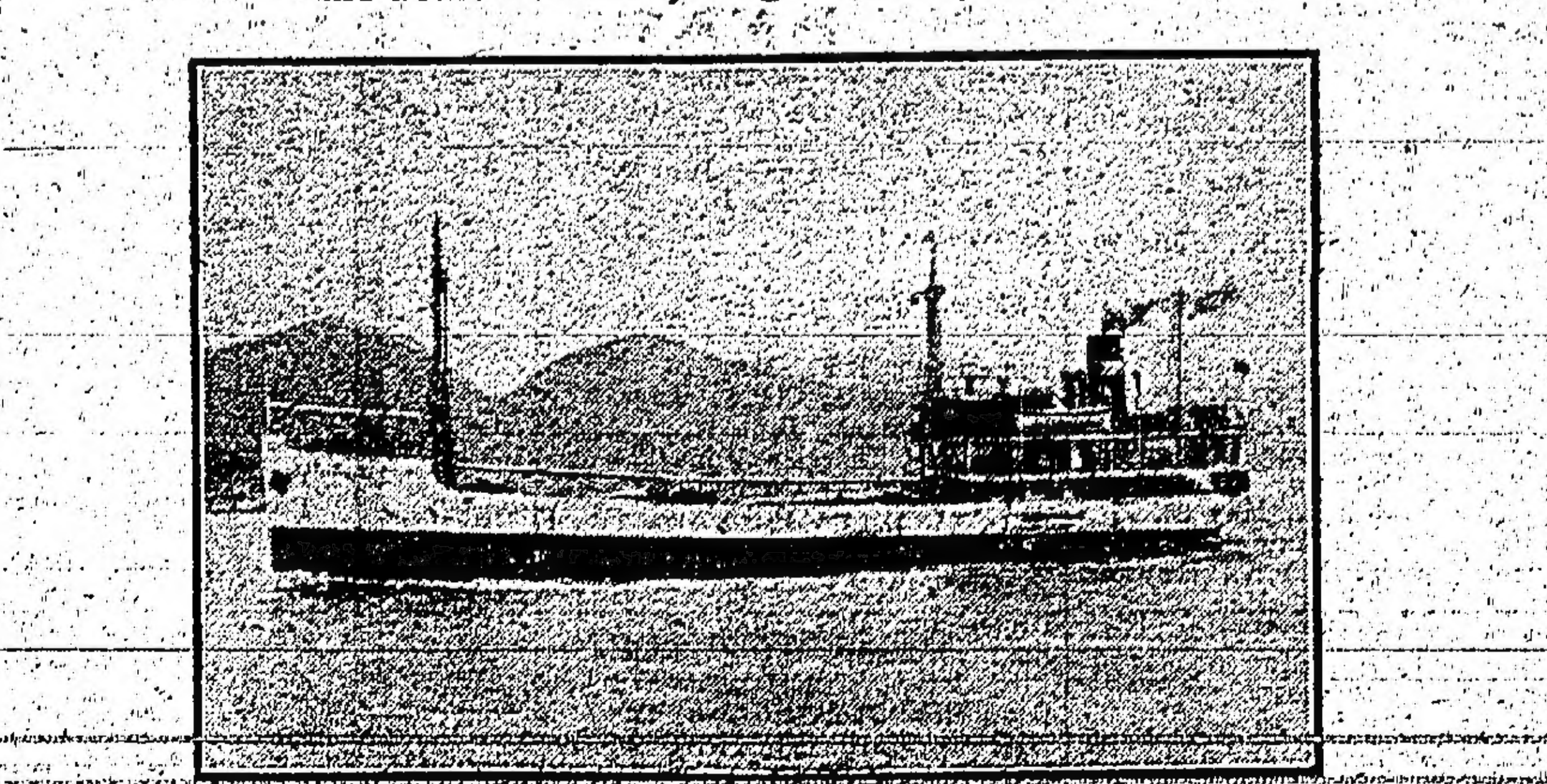
High Water. Low Water.

Days of Week	Date of Month	Hong Kong Standard Time	Height	Days of Week	Date of Month	Hong Kong Standard Time	Height
Wed.	28	h. m.	...	Wed.	28	h. m.	...
Thur.	29	h. m.	...	Thur.	29	h. m.	...
Fri.	30	h. m.	...	Fri.	30	h. m.	...
Sat.	31	h. m.	...	Sat.	31	h. m.	...
Sun.	1	h. m.	...	Sun.	1	h. m.	...
Mon.	2	h. m.	...	Mon.	2	h. m.	...
Tues.	3	h. m.	...	Tues.	3	h. m.	...

## THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Sun., 1st June, at 10 a.m.
	"KWONGSANG"	Wed., 4th June, at 10 a.m.
	"CHANGSANG"	Sun., 8th June, at 10 a.m.
	"KWAISANG"	Wed., 11th June, at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Fri., 30th May, at 3 p.m.
	"KUMSANG"	Satur., 7th June, at 3 p.m.
AMOI	"SUISANG"	Fri., 6th June, at 7 a.m.
OSAKA via AMOI, S'HAU MOJI & KOBE	"KUTSANG"	Thurs., 19th June, at 7 a.m.
	"HOSANG"	Thurs., 26th June, at 7 a.m.
	"YUENSANG"	Wed., 9th July, at 7 a.m.
SANDAKAN	"HINSANG"	Wed., 28th May, at 3 p.m.
	"MAUSANG"	Wed., 11th June, at 3 p.m.
TIENTSIN via SWATOW & FOCHOW	"CHIPSANG"	Wed., 11th June, at 7 a.m.
	"CHEONGSANG"	Wed., 19th June, at 7 a.m.

SUMMER TRIPS TO JAPAN.—Excellent First Class Accommodation on Through Steamers from CALCUTTA to JAPAN at the Specially Reduced Return Rates of \$175.00 to Kobe and \$200.00 to YOKOHAMA. These Return Tickets are available for Three Months. Further Reductions made for parties of Not Less Than Four Adults.

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TELEPHONE 30311.

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FARE: HONG KONG TO LONDON 232

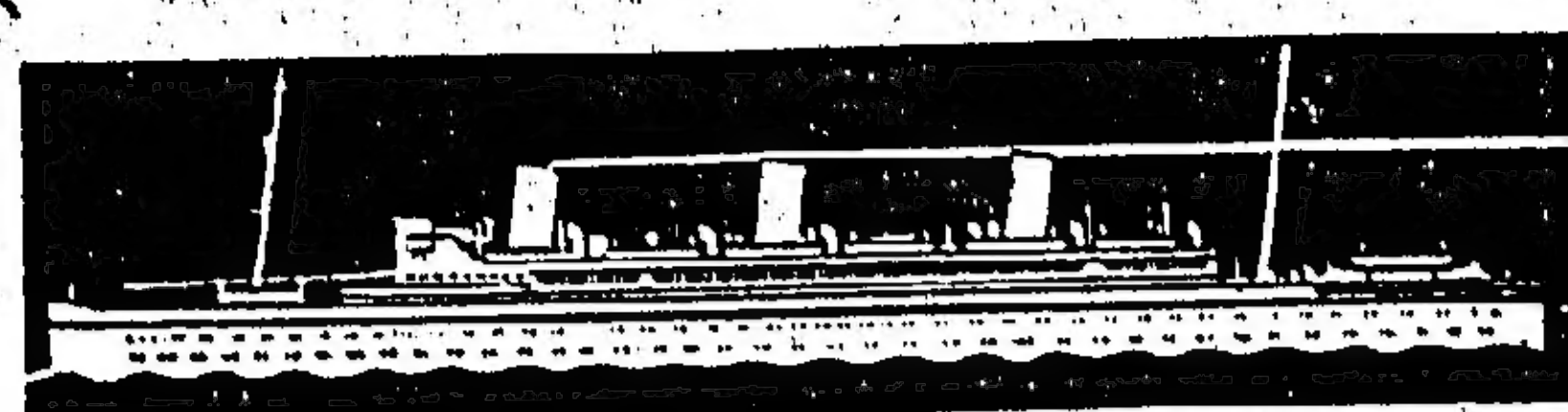
TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Steamship "GLENIFFER" ... 3rd June

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAM





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Twin Screw Oil Burner  
26,000 Gross Tons  
Length 666 feet, Breadth 87 1/2 feet

### Some Features

VERY generous Promenade space has been provided on the Empress of Japan for all classes. First Class passengers will have a promenade area of 81,000 square feet. This includes the long, covered Promenade Deck, the Boat Deck and, on top of the house on the last named, the large Sports or Sun Deck.

A large up-to-date barber's shop and a ladies' hairdressing saloon fitted with latest electric equipment are situated on "A" deck, immediately below the Promenade Deck. On the same deck are two manicuring or chiropody saloons, a photographer's dark room, and the surgery and dispensary.

All electric appliances on board will be as comprehensive and perfect as modern science can make them. They include, to name only a few, wireless telegraphy, direction finding and sub-marine signalling apparatus; electric sounding machines, orchestra and gramophone repeater installation, cinema apparatus, and an extensive telephone system. The electric lighting, heating, cooking, and power installations, of latest type throughout, will be developed to a degree hitherto unattained on any first-class liner.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

CHICHIBU MARU ... Thursday, 29th May at Noon

TENYO MARU ... Thursday, 12th June

SEATTLE, VICTORIA via Shanghai & Japan Ports

MISHIMA MARU ... Friday, 20th June

SIBERIA MARU ... Saturday, 5th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,  
via Singapore, Penang, Colombo & Suez

SUWA MARU ... Saturday, 31st May, at 8 a.m.

FUSHIMI MARU ... Saturday, 14th June

SYDNEY & MELBOURNE via Manila & Porto

TANGO MARU ... Tuesday, 24th June

MANILA

TENYO MARU ... Friday, 6th June

BOMBAY via Singapore, Penang & Colombo

SADO MARU ... Wednesday, 11th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,  
Los Angeles, Mexico and Panama

ANYO MARU ... Sunday, 1st June

SOUTH AMERICA (East Coast) via Singapore, Cape  
Town & Porto

WAKABA MARU ... Thursday, 5th June

NEW YORK, BOSTON via PANAMA

TAKAOKA MARU ... Wednesday, 4th June

LIVERPOOL via Port Said, Suez (Constantinople),  
Genoa & Marseilles

DAKAR MARU ... Sunday, 8th June

CALCUTTA via Singapore, Penang & Rangoon

MOBIOKA MARU ... Thursday, 29th May

HAKODATE MARU ... Sunday, 8th June

SHANGHAI, KOBE & YOKOHAMA

AWA MARU ... Friday, 30th May

GENOA MARU ... Friday, 8th June

KITANO MARU ... Tuesday, 10th June

\* Cargo only

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MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF ROTTERDAM)

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## "VAN HEUTSZ"

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## Shipping News

Daily Statement, Waterfront News,  
etc.

### YESTERDAY'S FREIGHT RETURNS.

IMPORTS 6,700 TONS;  
THROUGH CARGO  
19,300 TONS.

The returns, shown at the Har-  
bour Office, of vessels carrying  
cargo to the Colony during the 24  
hours ended at 9 a.m. yesterday  
were:—

British	Cargo for	Through
Emp. of Russia	H.K.	Porta
Shanghai 1,246	546	
Perseus, Shanghai	40	5,330
Antung, Amoy	—	200
Tsinan, Canton	—	25
Liangchow, Shanghai	556	480
	2,242	6,781
American		
Pres. Taft, Manila	348	2,070
	348	2,070
German		
Bremerhaven, Rabaul	116	—
	116	—
Dutch		
Van Heutsz, Deli	832	47
	832	47
Danish		
Clara Jensen, Saigon	1,250	—
	1,250	—
Japanese		
Kinsan Maru, Canton	—	4
Calcutta Maru, Bombay	1,246	3,887
Asuka Maru, Hilo	—	4,937
Menado Maru, Haiphong	370	800
	1,816	8,498
Chinese		
Shiu Hing, Macao	54	—
	54	—
Total	6,789	18,398

### ARRIVALS AND DEPARTURES.

The arrivals and departures dur-  
ing the period under review were:—

British	Arr.	Dep.
American	1	0
German	1	0
Dutch	1	0
Danish	1	0
Japanese	4	2
Chinese	3	2
Norwegian	0	1
French	0	1
Total	16	13

### ASIATIC DECK PASSENGERS.

The following vessels brought  
Asiatic deck passengers to the  
Colony during the 24 hours ended  
at 9 a.m. yesterday:—

Empress of Russia (Br.) Van- couver, Shanghai	267
Antung (Br.) Amoy, Swatow	1,202
Tsinan (Br.) Canton	171
Van Heutsz (Dutch) Belawan (Deli) Singapore	1,060
Clara Jensen (Danish) Sai- gon	324
Menado Maru (Jap.) Hai- phong, Hoihow	91
Total	3,145

### ARRIVALS.

May 28.

Asuka Maru, Japanese str., 4,537  
tons, Capt. S. Kimura, from  
Hilo, buoy No. A26.—N.Y.K.  
Bremerhaven, German str., 917 tons,  
Capt. W. Rohr, from Rabaul,  
buoy No. C35.—Melchers & Co.  
Chiang Chow, British str., 1,230  
tons, Capt. A. H. Bathurst,  
from Amoy, buoy No. B34.—B.  
& S.

May 27.

Clara Jensen, Danish str., 1,145  
tons, Capt. J. Davidson, from  
Saigon, buoy No. B13.—Jehsen  
& Co.  
Dannilark, Danish str., 5,243 tons,  
Capt. Streusen, from Singa-  
pore, Kowloon Wharf.—John  
Manners & Co.  
Demodocus, British str., 4,133 tons,  
Capt. J. L. Sprott, from Singa-  
pore, Holt's Wharf.—B. & S.  
Hengshan, Chinese str., 1,148 tons,  
Capt. H. Bierck, from Singa-  
pore, Quarantine Anchorage.

Kinsan Maru, Japanese str., 999  
tons, Capt. T. Matsumoto, from  
Canton, buoy No. C37.—N.Y.K.  
Maunawili, American str., 4,580  
tons, Capt. L. C. Hansen, from  
Manila, buoy No. A22.—States  
S.S. Co.

Shiyo Maru, Japanese str., 478  
tons, Capt. Kashimoto, from  
Keelung, Yumati.—N.Y.K.

Sungshan Maru, Japanese str.,  
1,503 tons, Capt. G. Kawamura,  
from Swatow, buoy No. C14.—  
N.Y.K.

Tjondari, Dutch str., 5,018 tons,  
Capt. J. J. Duit, from Muntok,  
buoy No. A3.—J.C.J.L.

Tsang Woo, Chinese str., 1,049 tons,  
Capt. Einarson, from Wham-  
poa, buoy No. C48.—Chau Yue  
Teng.

Tsinan, British str., 2,100 tons,  
Capt. J. W. Tinson, from Can-  
ton, buoy No. B7.—B. & S.  
Van Heutsz, Dutch str., 2,749 tons,  
Capt. J. Groothoff, from Singa-  
pore, buoy No. A2.—J.C.J.L.

### CLEARANCES.

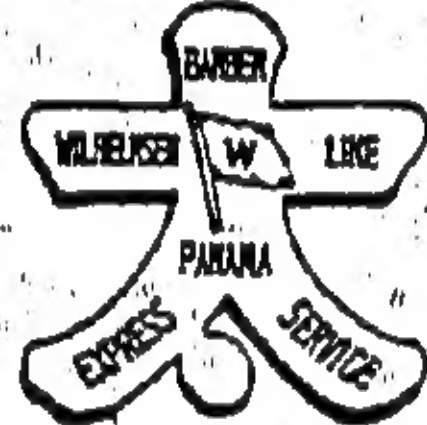
May 27.

Asuka Maru, for Keelung.  
Canton, for Haiphong.  
Demodocus, for Shanghai.  
Emp. of Russia, for Manila.  
Hathor, for Bangkok.  
Hsi Ning, for Swatow.  
Hang Sang, for Swatow.  
Harunasan Maru, for Hongay.  
Heng Shan, for Nanking.  
Huichow, for Canton.  
Kinsan Maru, for Shanghai.  
Liang Chow, for Canton.  
Maunawili, for Honolulu.  
Menado Maru, for Canton.  
Nanning, for Ningpo.  
Pong Tong, for Saigon.  
Shiyo Maru, for Swatow.  
Sungshan Maru, for Canton.  
Tai Fook Sing, for Saigon.  
Tsang Woo, for Hoihow.  
Ulrikka, for Hongay.  
Yuan Lee, for Swatow.

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The 150th globe-girdling cruise of  
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sident Harrison departed on her  
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Sailing from the same port on  
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round the world, and since then,  
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traveled over 4,000,000 miles,  
operating on a fortnightly schedule  
between 21 world ports.



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THE PREMIER ALL WATER ROUTE TO NEW YORK  
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PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KHYBER"	9,114	31st May, Noon	L'don, Hull, H'g, B'dm & A'warp.
"KHYBER"	9,114	7th June	Mars, L'don, Hull, B'dm & A'warp.
"KHYBER"	9,114	18th June	Straits, Colombo & Bombay.
"KHYBER"	9,114	21st June	Bombay, Marseilles & London.
"KHYBER"	9,114	28th June [Mars]	L'don, Hull, H'g, B'dm & A'warp.
"KHYBER"	9,114	5th July	Mars, L'don, Hull, B'dm & A'warp.
"KHYBER"	9,114	12th July	Bombay, Marseilles & London.
"KHYBER"	9,114	19th July [Mars]	L'don, Hull, H'g, B'dm & A'warp.
"KHYBER"	9,114	26th July	Mars, L'don, Hull, B'dm & A'warp.
"KHYBER"	9,114	2nd Aug.	Bombay, Marseilles & London.
"KHYBER"	9,114	9th Aug.	Marseilles, L'don, B'dm & A'warp.
"KHYBER"	9,114	16th Aug.	Bombay, Marseilles & London.
"KHYBER"	9,114	23rd Aug.	Marseilles, L'don, B'dm & A'warp.
"KHYBER"	9,114	30th Aug.	Bombay, Marseilles & London.
"KHYBER"	9,114	6th Sept.	Marseilles, L'don, B'dm & A'warp.
"KHYBER"	9,114	13th Sept.	Bombay, Marseilles & London.
"KHYBER"	9,114	20th Sept.	Marseilles, L'don, B'dm & A'warp.
"KHYBER"	9,114	27th Sept.	Bombay, Marseilles & London.
"KHYBER"	9,114	4th Oct.	Marseilles, L'don, B'dm & A'warp.
"KHYBER"	9,114	11th Oct.	Bombay, Marseilles & London.
"KHYBER"	9,114	18th Oct.	Marseilles, L'don, B'dm & A'warp.
"KHYBER"	9,114	25th Oct.	Bombay, Marseilles & London.
"KHYBER"	9,114	1st Nov.	Marseilles, L'don, B'dm & A'warp.
"KHYBER"	9,114	8th Nov.	Bombay, Marseilles & London.
"KHYBER"	9,114	15th Nov.	Marseilles, L'don, B'dm & A'warp.
"KHYBER"	9,114	22nd Nov.	Bombay, Marseilles & London.
"KHYBER"	9,114	29th Nov.	Marseilles, L'don, B'dm & A'warp.
"KHYBER"	9,114	6th Dec.	Bombay, Marseilles & London.
"KHYBER"	9,114	13th Dec.	Marseilles, L'don, B'dm & A'warp.
"KHYBER"	9,114	20th Dec.	Bombay, Marseilles & London.
"KHYBER"	9,114	27th Dec.	Marseilles, L'don, B'dm & A'warp.

\* Cargo only. † Calls Karachi.  
Frequent connections from Port Said for Passengers and Cargo to Gen-  
stantinople, Piraeus, Smyrna, and other Levant Ports by steamers of  
the Redif Mail Steamship Co.

### BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TALAMBA"	8,018	6th June	Singapore, Penang & Calcutta
"TAKADA"	8,018	13th June	do
"TALMA"	8,018	20th June	do
"SHIRALA"	8,018	27th June	do
"TAKIWA"	8,018	4th July	do

\* Calls Rangoon.

B.I.—Apcar line steamers have excellent accommodation for 1st and 2nd  
class passengers. All steamers are fitted with wireless and carry  
a qualified surgeon.

### EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	6,956	6th June, & p.m.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	4th July	Island, Townsville, Brisbane, Sydney and Melbourne
"NELLUE"	6,956	3rd Aug.	do

\* Calls Port Holland & Zambouanga.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia  
The P. & O. S.S. Co. 14th steamers will also call at Shanghai, Kaito, Oahu,  
Kobe, Yokohama, Manila, Cebu, Hong Kong, Singapore, Penang, Malacca,  
Colombago, Tawee, Timor, Durban, or other ports en route as notice-  
ment offers.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s steamers to the United Kingdom via New Zealand &  
Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Co.'s steamers for Southampton and London via  
Panama Canal.

### SAILINGS TO SHANGHAI AND JAPAN

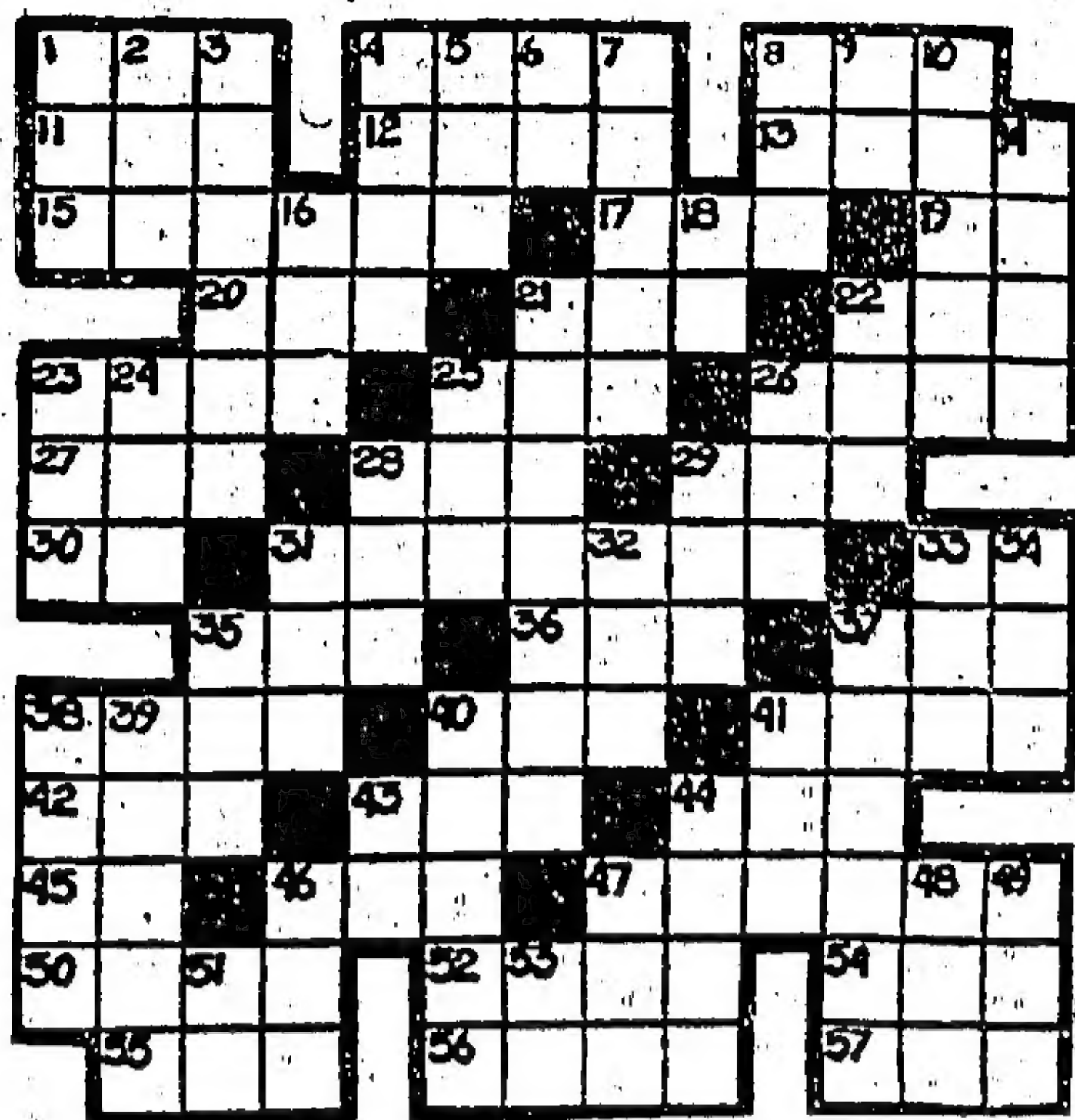
"JEYPORE"	5,316	2nd June, D.L.	Sh'hai, Moji, Kobe & Yokohama.
"TALMA"	10,000	5th June	Amoy, Moji, Kobe & Osaka.
"KARMAIA"	9,128	12th June	Sh'hai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	19th June	Moji, Kobe, Osaka & Yokohama.
"SHIRALA"	7,841	26th June	Amoy, Moji, Kobe & Osaka.
"TAKIWA"	7,836	3rd July	do.
"MOREA"	10,964	10th June	Sh'hai, Moji, Kobe & Yokohama.
"KALYAN"	9,144	17th July	do.
"RAJPUTANA"	18,568	24th July	Shanghai, Kobe & Y'hama.
"KASHMIR"	9,965	31st Aug.	Sh'hai, Moji, Kobe & Yokohama.
"MANTUA"	10,946	7th Aug.	do.
"KASHGAR"	9,006	14th Aug.	do.
"MALWA"	10,960	21st Aug.	do.
"KHYBER"	9,114	28th Sept.	do.
"MOREA"	10,964	4th Oct.	do.
"MACDONIA"	11,120	11th Oct.	do.
"RAWALPINDI"	18,519	7th Nov.	Sh'hai, Kobe & Yokohama.
"KALYAN"	9,144	23rd Nov.	Sh'hai, Moji, Kobe & Yokohama.
"RANCHI"	16,650	30th Dec.	Sh'hai, Kobe & Yokohama.
"KASHMIR"	9,960	2nd Dec.	Sh'hai, Moji, Kobe & Y'hama.



## MAIL NOTICES.

News of Inward and Outward Mails will be found on page 12.

## CROSSWORD PUZZLE AND YESTERDAY'S SOLUTION.

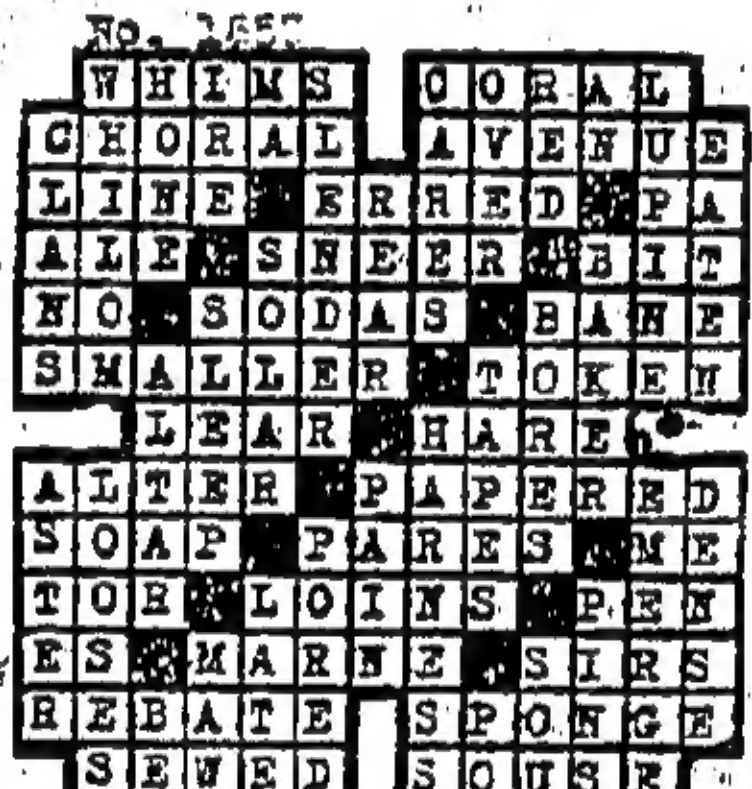


## HORIZONTAL

- 1.—Rule.
- 4.—Obstruction in river.
- 8.—To cut.
- 11.—To cool.
- 12.—To long.
- 13.—A metal.
- 15.—Refusal.
- 17.—To pinch.
- 19.—Thus.
- 20.—To put on.
- 21.—Only.
- 22.—Sleeping place.
- 23.—Unclosed.
- 25.—Possessive pronoun.
- 26.—Felt.
- 27.—To marry.
- 29.—Watch ornament.
- 30.—Musical note.
- 31.—Rested.
- 33.—Toward.
- 35.—To knock.
- 36.—Article.
- 37.—To nod.
- 38.—To examine closely.
- 40.—Part of to be.
- 41.—Church.
- 42.—To stroke.
- 43.—To purchase.
- 44.—Jutting rock.
- 45.—Within.
- 46.—Through or by.
- 47.—Grief.
- 50.—Part of face.
- 52.—Of.
- 54.—Before.
- 55.—Vast age.
- 56.—Parts of the body.
- 57.—Shelter.

## VERTICAL

- 1.—Cover.
- 2.—High card.
- 3.—Moved.
- 4.—To reach across.
- 5.—Nothing.
- 6.—Article.
- 7.—Group in biology.



**THE BLUE FUNNEL LINE**

REGULAR AND FAST  
FREIGHT AND  
PASSENGER SERVICES

## LONDON SERVICE.

"ANTENOR" 11th June, M'les, L'don, B'dam, & Glasgow.  
"DIOMED" 24th June, M'les, L'don, B'dam, & Hamburg.

## LIVERPOOL SERVICE.

"TELESIA" 20th June, For Genoa, Havre, L'pool, & Glasgow.  
"KE COMPANION" 20th July, For Genoa, Havre, L'pool, & Glasgow.

## NEW YORK SERVICE

"TANTALUS" 1st June, For New York, Boston & Baltimore.  
"PROTEUS" 29th May, For Victoria, Vancouver & Seattle.  
"TALTYBUS" 19th June, For Victoria, Vancouver & Seattle.

## INWARD SERVICE.

"HECTOR" Due 30th May, S'hai, Tsingtao, Taku & Dalny.  
"BELLEROPHON" 12th June, S'hai, Moji, Kobe & Yokohama.

## PASSENGER SERVICE

"ANTENOR" 11th June at Daylight, S'pore, M'les, & London.  
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to—  
**Butterfield & Swire,**  
Agents.

## HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital ..... \$50,000,000  
Issued & Fully Paid-up ..... \$30,000,000  
Reserve Funds ..... \$20,000,000  
Sterling ..... \$5,000,000  
Silver ..... \$2,500,000

Reserve Liability of Proprietors ..... \$20,000,000

Head Office: Hong Kong.

Board of Directors:  
J. A. PIERCE, Esq., Chairman.  
Hon. Mr. C. G. S. MACLE, Deputy Chairman.

W. H. Bell, Esq.  
A. H. Compton, Esq.  
B. Lander Lewis, Esq.  
G. M. H. H. Esq.  
Hon. Mr. J. J. Paterson.  
T. E. Pearce, Esq.  
T. H. R. Shaw, Esq.  
J. P. Warren, Esq.  
Acting Chief Manager:  
V. M. GRAYBURN, Esq.

Branches:  
Amoy, Hongkong, Kowloon, Canton, Chefoo, Colombo, Dairen, Foochow, Haiphong, Hankow, Harbin, Hongkong, Iloilo, Peiping, Peking, Penang, Rangoon, Saigon, Shanghai, Singapore, Sourabaya, Swatow, Tientsin, Yokohama.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and Fixed Deposits received for one year or shorter periods in Local CURRENCY and Sterling on terms which will be quoted on application.  
Hong Kong, 25th April, 1930. [28]

## HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hong Kong & Shanghai Banking Corporation,  
V. M. GRAYBURN,  
Acting Chief Manager.  
Hong Kong, 15th March, 1930. [2]

## EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS  
U.S. \$4,000,000.00

HEAD OFFICE:  
ST. WALL STREET,  
NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.  
Interest Allowed on all Deposits.  
Bates on Application.

A Subsidiary of THE EQUITABLE TRUST COMPANY OF NEW YORK.  
Total Resources in excess of U.S. \$500,000,000.00.  
D. M. BIGGAR, Manager.

## NEDERLANDSCHE HANDELS-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

## BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital Gldrs. 150,000,000.— (\$12,500,000.)  
Paid-Up Capital Gldrs. 80,000,000.— (\$6,666,667.)  
Reserve Fund Gldrs. 40,000,000.— (\$3,333,333.)

Head Office: Amsterdam.

Branches: Batavia, Bencoolen, Birmah, Calcutta, Canton, Cebu, Hongkong, Kanton, Kobe, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world.

Banking Business of every description transacted.

A. SPOKKING, Acting Manager.

Hong Kong, 15th April, 1930. [30]

## THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.

AUTHORIZED CAPITAL \$11,000,000

PAID-UP CAPITAL \$5,935,600

RESERVE FUND 1,000,000

Branches: CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK AND SAN FRANCISCO.

London Bankers: THE LLOYDS BANK, LTD.

Correspondents in all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.

Sale Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.

LOOK-POONG-SHAN, Manager.

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital ..... £3,000,000

Reserve Fund ..... £4,000,000

Reserve Liability of Proprietors ..... £3,000,000

## AGENCIES &amp; BRANCHES:

ALGERIA, AMSTERDAM, ANKARA, BANGKOK, BOMBAY, CALCUTTA, CANTON, CAYENNE, CHINA, COLOMBO, COPENHAGEN, HANKOW, HARBIN, HONGKONG, KANTON, KIOCH, KOBAY, KUALA, KUPANG, LONDON, LYONS, MANILA, MEDAN, NEW YORK, Peking, PENANG, PEKING, RANGOON, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

FORMER EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 9th Jan., 1929. [30]

## BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).

Princes Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital, fully paid-up ..... 50,000,000

Special Working Capital 50,000,000

Reserves ..... 23,319,000

Branches: Paris, Lyons, Marseille, Saigon, Haiphong, Hanoi, Tourane, Quinhon, Hue, Thanhhoa, Vinh, Nam-Penh, Peking, Shanghai, Tientsin.

France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.

New York: American Exchange and Trust Co., Banca Commerciale Italiana, Banca San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. ROLLIN, Manager.

Hong Kong, 1st July, 1929.

## THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ..... £23,000,000

Subscribed Capital ..... £21,800,000

Paid-up Capital ..... £21,000,000

Reserve Fund and Res. .... £1,848,500

Branches: The Bank of England and Midland Bank, Ltd.

Batavia, Bencoolen, Birmah, Calcutta, Canton, Cebu, Hongkong, Kanton, Kobe, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

France: Comptoir National d'Escompte de Paris, Crédit Lyonnais, Banque de Paris et des Pays-Bas, Crédit Industriel et Commercial, Société Générale.

London: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris, Crédit Lyonnais.

New York: J. P. Morgan & Co., French-American Bank, Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

F. THOROUGHGOOD, Acting Manager.

7, Queen's Road Central.

Hong Kong, 10th Apr., 1930. [29]

## BANK OF CHINA.

Reorganized October 26, 1929, under special charter of The National Government as an

## INTERNATIONAL EXCHANGE BANK.

Subscribed Capital ..... \$25,000,000.00

Paid-Up Capital ..... \$24,710,500.00

Reserve Funds ..... \$3,820,503.82

HEAD OFFICE: SHANGHAI.

Hong Kong Branch: 4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Bonds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

Hong Kong, March 10, 1930. [25]



HIGH GRADE VIRGINIA TOBACCO  
WILL'S  
**Gold Flake**  
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W.D. & H.O. Wills Bristol & London.

## BANQUE DE L'INDO-CHINE.

Head Office: 24, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 75,000,000.00

Paid-up Capital Frs. 68,400,000.00

Reserve Fund Frs. 105,000,000.00

Branches: Bangkok, Hong Kong, Quinhon, Batavia, Hanoi, Saigon, Canton, Mengtze, Shanghai, Dairen, Nam-Dinh, Singapore, Djibouti, Noumea, Thanhhoa, Fort Bayard, Papeete, Tientsin, Haiphong, Peking, Tourane, Hankow, Nam-Penh, Vinh, Pondicherry, Yunnanfu, Hanoi.

France: Comptoir National d'Escompte de Paris, Crédit Lyonnais, Banque de Paris et des Pays-Bas, Crédit Industriel et Commercial, Société Générale.

London: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris, Crédit Lyonnais.

New York: J. P. Morgan & Co., French-American Bank, Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Sale Deposit Boxes to LET.

A. LECOT, Manager.

Hong Kong, 2nd May, 1929. [23]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000

Reserve Fund Yen 111,500,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Alexandria, Kai Yuen, Rangoon, Batavia, Karachi, Saigon, Bombay, Kobe, Soerabaya, Calcutta, London, San Canton, Lyons, Francisco, Changchun, Los Angeles, Seattle, Dairen, Manila, Semarang, (Daly), Nagasaki, Shanghai, Fongtien, Nagoya, Singapore, (Mukden), Newchwang, Shimonsu, Hankow, New York, Sydney, Hankow, Osaka, Tientsin, Harbin, Peking, Tokyo, Hong Kong, Rio de Janeiro, Yokohama, Kobe, Osaka, Manila, Cebu, Singapore, Buenos Ayres (Temporarily closed), Vladivostok (Temporarily closed).

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

W. MORI, Manager.

Hong Kong, March 10, 1930. [25]

## AGENCIES.

The London Office of the HONG KONG DAILY PRESS, LTD., 11, Ice House Street, E.C. 4, is constantly receiving Enquiries from Home Manufacturers regarding suitable Firms to act as Agents for their products in Hong Kong and South China.

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THE AMERICAN EXPRESS CO., INC.

Definition of TRAVELLERS' CHEQUES—The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELLERS' CHEQUES' the word 'Travellers' being spelled with one 'l'. The advantage of the Cheques was so apparent that other banking institutions adopted the system.

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